

Lower inflation and interest rates predicted by Chancellor

The Chancellor said yesterday that he thought inflation at the end of the year would be 2 per cent lower than the 15 per cent forecast last December. He hoped for further cuts in interest rates to increase working capital and boost employment.

Pre-Budget scrutiny of TUC plans

George Clark
Political Correspondent

While he could give no precise about the contents of the Budget, the Chancellor on March 29, the Chancellor of the Exchequer, emphasized to his backbenchers yesterday that he was giving close attention to the TUC's recommendations. Mr Healey paid generous tribute to the unions for support of the Government and its policy over the past two years. They had accepted a situation on wages although it had been of enormous assistance to the Government in its efforts to resolve the economic difficulties, he said.

But he recognized that they did not expect to go on doing so indefinitely. You must expect the trade unions to hold wages down if prices are to be brought under control. There is a limit to this. It must be able to offer them good prospects of a fall in the rate of inflation over the next months.

Financially the position has been transformed over the past few months as a result of the international Monetary Fund, and the safety-net for sterling, and other factors.

When Mr Norman Ashton, a left-wing MP for Tottenham, and treasurer of the Labour Party, chimed in with comment that it had been a disaster, Mr Healey said that he could appreciate the fact that he could not have been in a position to do so. He said that he was not a prophet, but he was a realist. He said that the rate of inflation at the end of this year would be 15 per cent lower than when he took over the Treasury in February, 1974. The rate of inflation in 1974 was 11 per cent, in 1975 it was 16 per cent, and in 1976 it was 15 per cent.

He hoped there would be a further decrease in interest rates by the end of the year. He pointed out that the rate of interest was lower than it was when he took over the Treasury in February, 1974. It was 11 per cent, in 1975 it was 16 per cent, and in 1976 it was 15 per cent.

He said that the Government would try to renew the pay rise to avoid a disastrous explosion which would be essential to continue the fight against soaring inflation. In that context, the Economic Review submitted by TUC would receive his attention; it was also looked at carefully by advisers and Treasury.

He agreed with Mr Robert MP for Stoke-on-Trent, that there was a need for caution when considering the Economic Review. It might be very unhelpful: it might be, for example, that the rate of the public sector wage requirement could be by £2,000m, either had swung wildly over the last few months.

He said that the Government would accept the verdict of the day, and that it was desirable to get rid of the large sterling balances, and with unemployment.

Combination of Leyland ultimatum and union pressure appears to have turned the tide Toolmakers likely to resume work after dismissal threat

By Paul Routledge

British Leyland's ultimatum to its striking toolmakers, that they should return to work or be dismissed, appeared last night to have succeeded. Shop-floor leaders of the three thousand strikers, whose industrial action has made 46,000 car workers idle, have agreed to go back on conditions that are acceptable to their union and to the management.

Little more than 24 hours after the Leyland board and leaders of the Confederation of Shipbuilding and Engineering Unions had reached an unprecedented agreement to break the strike, now in its fourth week, the 63 members of the toolmakers' unofficial committee voted to resume normal working next week if the dismissal threat is lifted and talks on their wage grievances are held.

The ultimatum agreed between the unions executive and the management insisted on a return to work on Monday morning, when the strike-bound factories would be reopened, in return for a company programme of ironing out pay anomalies for skilled workers in all 37 car plants.

Those who did not return to their jobs, the statement added, would be deemed to have dismissed themselves, and their union, the Amalgamated Union of Engineering Workers, would not support them.

That threat, combined with the usual warning that they were not prepared to see thousands of jobs lost through a shutdown of the company by the Government, and the absolute refusal to accept the toolmakers' demand for separate wage bargaining arrangements, seems to have paid off.

The shop stewards leading the unofficial strike said they recommended a return to work on Monday if the company publicly withdrew its threat to dismiss the men and agreed to sit down with them and the engineering union's executive council to discuss their grievances about pay anomalies and the erosion of skilled workers' differentials.

The management is willing to meet those conditions if the AUEW follows suit.

The engineering workers' executive met in emergency session in a seafront hotel in Eastbourne, where the union's women's conference is in progress, last night to discuss the response from the toolroom workers, and it proved to be broadly acceptable.

Yesterday's decision by the shop stewards to recommend a resumption of work was all the more surprising in view of the unexpected support they got from the Birmingham East district committee of the AUEW, which voted 15 to 13 to condemn the union's leaders and support the toolmakers.

Mr Hugh Scanlon, the union's president, said after the executive had discussed the toolmaker's statement: "Following a return to work of the toolmakers, the executive council would arrange a meeting with the company to take place on Monday, and this will include representatives of the toolroom workers in order that their problems may be processed through the normal machinery."

That statement clearly means that the toolroom men have not won separate bargaining rights. Their grievances will be pursued by the union through the new arrangements agreed with the company: two working groups to consider the anomalies, one for manual workers and one for white-collar staff.

Before the sudden shift away from militancy, the toolmakers' appeal for support from other skilled engineering workers had brought a limited response in other parts of the country. About 400 toolroom workers supplied the Rolls-Royce, Derby and Mountsorrel, Leicestershire, struck for a day, and 93 men walked out at a GKN subsidiary, Birfield Extrusions, in Great Barr, Birmingham.

About a hundred toolmakers at Ford's plant at Basildon, Essex, stopped work for the day, and there were threats to extend the sympathetic industrial action to other plants.

Mr Roy Fraser, chairman of the strike committee, said after the stewards' meeting: "It has always been our sincere wish to be able to sit round a table and come to constructive discussions to resolve the problems."

British Leyland is suffering losses of £12m a week in lost production because of the toolmakers' dispute, and it was emphasized last night that the financial impact of the strike will curtail the company's ability to meet the estimated extra £50m on the annual wages bill that it will cost to put right all the wage anomalies in the company.

The management said in a statement last night: "The company has heard from the executive of the AUEW and has agreed to a meeting on the basis proposed. Provided a decision is taken by the toolmakers to return to normal working on Monday the question of termination of employment would no longer arise."

The striking toolroom men are holding mass meetings in Birmingham, Cowley and Liverpool today and, given yesterday's movement towards a peaceful solution to their conflict, it seems likely that the men will vote to go back.

Mr Roy Fraser, page 2
Dealers lost, page 25

Cash from desolate readers of 'The Times'

By Philip Howard

We are creatures of loyalty and habit in our daily newspapers as in our comfortable old slippers and other pleasant vices.

It has been gratifying for those who work for *The Times* to learn that its readers found life without it last week as stale, flat, and intolerable as they did.

Numbers of them have written to the editor enclosing cheques and banknotes for a considerable quantity of money to help the newspaper in its involuntary trouble. Some sent the price of the six last issues, some sent double or ten times the price, others sent more. Most said with varying degrees of emphasis and eloquence that they found the days long without *The Times*, and that they sent the money to help safeguard the newspaper's future.

One wrote: "Something has been missing from my breakfast table for the past two weeks. We have only just run out of marmalade, so it is not that; neither is it coffee, as we do not buy that at today's prices, and anyway we prefer tea. It is your newspaper."

Newspapers have reported to the circulation manager cases of readers insisting on not receiving their copy of *The Times* in order to help.

The Times is grateful to its readers and touched by their response. The editor old slogan that top people take *The Times* was evidently right if it meant top in loyalty and discernment. The editor is replying to all who have sent money, suggesting that it should go to the fund that supports the widows and orphans of people who have worked in all departments of the newspaper, and saying that we on *The Times* are proud to have such readers.

We are grateful, for we that live, please must please to live. We agree that life is not tolerable without *The Times*.

Mr Jumblatt murdered in Lebanese ambush

Beirut, Lebanon, March 16. — Kamal Jumblatt, the Lebanese leftist leader and a key figure in the civil war, was shot dead today by four unknown attackers, armed with pistols and Kalashnikov rifles.

A local journalist said the gunman, in an Iraq-registered American Pontiac sports car, overtook Mr Jumblatt's car as he was heading for Beirut, swerved in front and opened fire.

Mr Jumblatt died from bullet wounds in the head and chest. His chauffeur and two bodyguards jumped out of the car and fired at the assassins. The driver and one bodyguard were killed, but the assassins escaped.

A few miles farther on their car ran off the road and they abandoned it, commanding another car. At least one of the gunmen was injured for there was a pool of blood beside the abandoned Pontiac.

The shooting occurred near this mountain village south-east of Beirut where Mr Jumblatt, political leader of the secretive Druze community, commanded semi-feudal loyalty.

Mr Jumblatt's death leaves the Lebanese left, which fought alongside Palestinians against the Lebanese right in the civil war, without any outstanding recognised political leader.

Founder and head of the Progressive Socialist Party, Mr Jumblatt suffered a substantial loss of prestige after the intervention in the war by Syria, which he opposed. The Syrian move resulted in the defeat of the leftist-Palestinian alliance.

Born in 1919, Mr Jumblatt held a series of Cabinet posts during a long political career. Even when not in government office he was an influential force.

In Beirut today President Saeid called an extraordinary Cabinet meeting and urged the country to ensure that the assassination did not hold up Lebanon's progress towards peace.

The right-wing leaders, Mr Camille Chamoun and Mr Pierre Gemayel, of the Phalangist Party, who were enemies of Mr Jumblatt during the war, both condemned his murder. — Reuters.

Hijacker overpowered at Zurich airport

Signor Luciano Porcari, the Italian hijacker who forced an Iberia Airlines Boeing 777 to shuttle across two continents for almost 48 hours, was overpowered and arrested at Zurich airport yesterday morning. His three-year-old daughter Margarita Beatrice, photographed here, was among the 16 passengers who escaped unharmed, but one of the policemen who struggled with Signor Porcari was shot in the thigh. The hijack ended during the aircraft's third stop at Zurich when two policemen disguised as relief crew approached the rear gangway and grappled with the Italian, as he searched them for weapons. Last night he was in a Zurich jail.

Mr Rowland's group buys control of Suits

By Christopher Wilkins
Financial Staff

Sir Hugh Fraser has sold a 24 per cent stake in Scordish & Universal Investments (Suits), which controls a substantial publishing business including *The Glasgow Herald*, to Lord Rowland for just over £7m.

Mr Rowland, "Tiny" Rowland, the controversial managing director and chief executive of Lorch, has replaced Sir Hugh as Suits chairman.

Although Sir Hugh will remain on the Suits board as deputy chairman, it is clear that Lord Rowland has taken effective control of the group, which was the centre of an "accounting error" controversy last year.

Besides Mr Rowland, two other Lorch directors, Mr F. A. Butcher and Mr T. R. Prentice are joining the board. One of the non-executive directors, Mr Alex Mackenzie, has resigned. The changes took place at a board meeting yesterday.

The boardroom reshuffle is the second in Suits within six weeks. Last month Mr Hugh Laing moved up to become chief executive of the group in place of Sir Hugh who stepped down in November amid the controversy over the accounting error and during a Stock Exchange inquiry into personal dealings by Sir Hugh and other directors.

Sir Hugh was cleared of "insider dealing" but was accused of "inefficiency and ignorance" of financial matters. He remained as non-executive chairman despite the vigorous efforts of a group of institutional shareholders, led by Save & Prosper, to remove him.

During the Stock Exchange inquiry Sir Hugh, who is 40, admitted that he had sold 1.5 million shares in the company in October 1975 and January 1976 to meet gambling losses.

The Stock Exchange committee accepted that his dealings were not carried out with the intention of profiting from privileged information. But it alleged there was *prima facie* evidence of a breach of section 33 of the Companies Act 1967 of disclosure of transactions were not disclosed to the company.

Dr Owen for Smith talks in S Africa

By David Spanier
Diplomatic Correspondent

It now looks as if Dr Owen, the Foreign Secretary, will meet Mr Smith, the Rhodesian leader, in Cape Town during his tour of southern Africa next month, the Foreign Office said yesterday.

Details of Dr Owen's itinerary in Africa have not yet been settled. Also, the Foreign Office has not replied to the invitation to Dr Owen from Mr P. van der Byl, the Rhodesian Foreign Minister, to visit Salisbury. Mr Callaghan said on Tuesday it would not be "fitting" for Dr Owen to visit Rhodesia.

Michael Knipe writes from Salisbury: Mr van der Byl's cable to Dr Owen said: "It is essential to the general interest for you to have first-hand knowledge of the country and situation and I do not believe that this can be fully achieved by meeting elsewhere. I hope very much that you will accept this invitation and greatly look forward to meeting you."

Tories' Rhodesia plan, page 7

Lord Brayley dies

Lord Brayley, former Under-Secretary of State for the Army, died early yesterday, aged 60.

Dr David Fisher, his consultant, said he died after a short illness in Cardiff Royal Infirmary, where he had been admitted more than two weeks ago. Lord Brayley was due to face trial accused of conspiring to defraud Canning Town Gas. He was also accused of stealing £150 from the company, and had been on £300 bail.

Obituary, page 21

Patocka funeral on police tapes

Video recordings were made by the Czechoslovak police of the funeral in Prague of Professor Jan Patocka, prominent campaigner in the illegal Charter 77 rights movement. About 1,000 people crammed the cemetery.

Page 6

High turnout in Indian election

A high turnout of voters was reported in the big cities as polling began in India's general election. West Bengal's chief electoral officer urged fresh elections in three constituencies because of "massive rigging".

Page 7

Drinkers 'losing £100m a year'

Beer drinkers are losing £100m a year in short measure, Lord Winstanley said in the Lords. Lord Oram said the Government would consult interested parties on whether glass-brim measures should be phased out.

Parliamentary report, page 8

Language pupils were 'mediocre'

A survey of modern language teaching in 83 comprehensive schools in 1975 and 1976 by school inspectors says that the usual picture in sixth forms was of illiterate students with limited initiative reaching only poor to mediocre standards.

Page 2

Racial equality drive urged

The Community Relations Commission urges positive intervention by councils to combat racial inequality; negative policies of non-discrimination are not enough to meet the special needs of minority groups. It wants a government programme for racial equality.

Page 4

BSC to keep Shotton open

British Steel Corporation is dropping its controversial plans to stop steelmaking at the Shotton works in North Wales, Sir Charles Villiers, chairman, said. The corporation has also been given the go-ahead to spend £535m in developing its Port Talbot works.

Page 25

£5,100m plans

Britain's chemical industry is planning to invest £5,100m on new facilities in the next three years, the highest amount being spent in Europe on the chemical industry.

Page 25

Randall revives England hopes

An undefeated innings of 87 by Derek Randall has given England a remote chance of winning the Test match. They began the final day at 191 for two, needing another 272 runs to beat Australia.

Page 9

Anti-IRA appeal: A plea to Irish-Americans to stop financially supporting the Provisional IRA

IRA is contained in a St Patrick's Day message by four leading United States politicians.

Page 2

Government strategem: The Government will vote against the adjournment tonight and avoid the possibility of defeat on its public expenditure programme

Cars for the 1980s: A six-page Special Report to mark the opening of the forty-seventh Geneva Motor Show.

Page 11-16

Leader page, 19

Letters: On arresting union authority, on R. J. Ramsey, and others; on the prosecution of Ulster terrorists, from Mr Airey Neave, MP. Leading articles: Assassination in Lebanon; Language teaching; Exit the cream cracker. Features, pages 18 and 20. Roadside looks at carnivals and the law; Cyril Bainbridge on the "amateur, eccentric" Mr Bonif; Fashion by Prudence Glynn. Arts, page 23. Book reviews on *Romeo and Juliet* (Covet Garden); *Irrving Wards on Twelfth Night* at Greenwich; *William Mann on The Rape of Lucretia* (Sadler's Wells); *Kenneth Loveland at the Cardiff Festival*. Books, page 22. Harman Grisewood on *Facing the Nation: Television and Politics 1936-1976* by Grace Wyndham Goldie. Diary, page 18. Dispute over senior appointment.

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Railways fear a quicker rundown unless Government lifts investment limit

Christopher Thomas
Reporter

The Railways Board will explain the consequences of holding a limit on present investment, limit of about £200m a year, which has been set for five years.

It says there is already a backlog of 375 miles of track that needs re-laying, at a cost of £100,000 a mile, and present resources mean it will have to concentrate work on the more heavily used mileage, resulting ultimately in the closure of some lines.

It continues: "With a programme of £52m a year, by 1986 at least 3,000 miles of the 22,400 track miles would either be subject to speed restrictions of increasing severity or have been closed entirely."

The fleet of two thousand locomotives will be nearing the end of their economic life in the late 1980s and even with an expensive rehabilitation programme for more reliable locomotive classes, it is unlikely that their lives could be extended beyond the mid-1990s, the board says.

The document, set in much tougher terms than any previous projection by the board of the industry's future, is seen by the three railway unions as a vindication of their contention that the railway network will be reduced through financial starvation.

Introduction of the high-speed and advanced passenger trains will have to be slowed, perhaps reducing manufacture from 30 a year to 20, which the board says would increase the cost of each set by up to £200,000, equivalent to 14 per cent.

Continued on page 2, col 3

A better time to Singapore every day.

Fewer stops from London mean our 74's are the fastest to Singapore. And from 1st April we'll fly there every evening from Heathrow. An ideal timing if you're flying in from another part of the UK. Full details from your travel agent or British Airways shop.



HOME NEWS

'Mediocre standards' in modern languages at 83 comprehensives

By Tim Devlin

Students of modern languages in 83 comprehensive schools in 1975 and 1976, the report is one of a series of discussion documents issued by the inspectorate. The first, on 10 good schools, was published last month; the second on classics teaching, was published last week.

The report criticizes the haphazard provision of modern languages from school to school and the fact that too many pupils are being allowed to drop the study at the age of 14.

The inspectors say that in all but a few of the schools visited the teaching of modern languages was characterized by some or all of the following features:

"Underperformance in all four language skills (listening, speaking, reading and writing) of the able pupils; the setting of impossible and pointless tasks for average and, in particular, less able pupils and their abandonment of modern language learning at the first opportunity; excessive use of English and an inability to produce other than inadequate or largely unusable statements in the modern language; an inefficient reading skill; and writing limited mainly to mechanical reproduction which was often extremely inaccurate."

The usual picture in sixth forms, the report says, "was of ill-read students with limited initiative reaching only poor to mediocre standards."

It adds: "In all too many language classes there was an atmosphere of boredom, disengagement and restlessness; at times this developed into indifference to a kind which made teaching and learning virtually impossible."

The report points out that about two of the pupils out of three drop the study of modern languages at the age of 14, when they decide their options. That was cause for serious concern.

Although the motivation for the English pupil to learn another language is not as strong as for a Dutch, German or French pupil, the inspectors say, Britain is committed to the fact that too many pupils are being allowed to drop the study at the age of 14.

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Leading article, page 19

Births drop for those in 'manual' classes

By Michael Horsnell

A drop of a quarter in the number of births in England and Wales during the past six years is largely due to the decline in births in families where the husband is in unskilled or only partly skilled work.

That was disclosed yesterday by the Office of Population Censuses and Surveys (OPCS) which earlier this year announced that annual births in England and Wales declined from 784,000 in 1970 to about 585,000 in 1976.

Government statisticians say that while there was virtually no change in the total number of births in "social classes I and II"—people in professional, managerial and senior administrative occupations—births in "social classes IV and V"—the partly skilled and unskilled—fell by about a third.

Their findings are expected to be studied by the Central Policy Review Staff, the Government's "think tank", whose own work on population change indicates the need for significant shifts in the pattern of social spending by the early 1990s.

In their analysis of the decline in births, Mr. David Pearce and Mr. Malcolm Britton, statisticians of the population statistics division of OPCS, say that premarital conceived legitimate first births declined in all social classes. Between 1970 and 1976 they fell from 15 to 8 per cent of all legitimate births for the "non-manual" social classes, and from 31 per cent to 23 per cent for the "manual" classes.

A steep decline in the proportion of recently married couples starting a family in the early years of marriage is reflected in the general movement towards smaller families.

On contraception, Mr. Pearce and Mr. Britton say: "Among the lower social groups, who have tended in the past to use less reliable methods and have a higher number of 'unplanned' pregnancies than other social groups, there has been a trend towards the use of more reliable methods, particularly the contraceptive pill."

In the year ended March, 1976, deaths exceeded births by a few thousand, the first time that has happened in peacetime since central records were first introduced 140 years ago.

Population Trends 7 (Stationery Office, £2).

Scotland: The birthrate in Scotland in 1975 was the lowest since records were started in 1855, and provisional figures for last year indicate that it is falling even further (a Staff Reporter writes).

In his report for 1975 the Registrar General for Scotland said the number of live births registered in 1975 was just under 68,000, compared with more than 100,000 in 1965. The 1975 birthrate was 13.1 a thousand of the population, and both the number of births and the rate were the lowest ever recorded.

The provisional totals for 1976 suggest that last year there were just under 65,000 births, with a rate of only 12.5 a thousand.

While marriages decreased, down to 39,200 from about 41,200 in 1974, divorces increased to 8,300, 100 more than the previous year.

The Registrar General noted that the net reproduction rate for Scotland in 1975 was 0.90 and was therefore below replacement level. He thought it unlikely that the decline in population would continue indefinitely.

1975 Annual Report of the Registrar General for Scotland (Stationery Office) £16.

Cooperation needed, not aggression, strike leader says

From Arthur Osmond

Birmingham

Mr Roy Fraser, leader of British Leyland's striking tool room workers, said yesterday after his fellow shop stewards' conditional offer of a return to work: "British Leyland management should be made to answer to the country as to why they are determined to cause the financial collapse of a potentially viable company."

Mr Fraser, aged 43, lives at Garston, near Oxford, and works at the company's factory at Cowley, where he earns £63.20 a week. He is married, and his wife works to supplement the family income. He has one son, an apprentice toolmaker with British Leyland.

"Aggressive industrial relations tactics of mass sackings will not bring about the co-operation and spirit that is so desperately needed in Leyland," Mr Fraser said.

The dismissal of thousands of toolmakers will lead to the company's placing more work abroad to its overseas competitors. Any manufacturing industry relying on its ability to keep an updated range of competitive models. Something has got to be done to stop the continuing drift of skilled engineers away from the industry.

"Our only fault, if it is a fault, is that we want to obtain an arrangement whereby we can sit down with the company and resolve those problems that affect the members we represent. The issue that we have highlighted is one that will be of concern to the whole of industry."

He and his workmates wanted to stop the drift of workers from the engineering industry. That could be done only by a joint, constructive approach. The company's tactics "of attempting to bludgeon our members into submission" could lead only to a prolonged dispute.

The meeting of shop stewards representing toolmakers today has again stated their desire to see that constructive discussions take place.

The setting up of Leyland Cars had brought together many companies each with its own bargaining arrangements and own rates of pay. That had created within the new company a wide range of wage disparities.

The issue of wage disparity from tool room to tool room had become a vexed problem, the differing rates from plant to plant and district to district.

MPs and Lord Ryder had been asked to persuade the management to change its mind.

"The frustration of the toolmakers continued to fester, a 24-hour stoppage was called for on December 5 in the hope that this would underline to the company the determination of the Leyland tool room committee to have a bearing. The stoppage failed to obtain any response."

In January this year an attempt was made to seek an audience with Mr. Duffy, an executive council member of the Amalgamated Union of Engineering Workers; he declined to speak to the tool room representatives who had assembled to meet him.

It was then decided that seven days' notice should be given of the intention to strike on February 18. The committee hoped privately, Mr. Fraser said, that the company would change its mind within that seven days. It did not, and the strike began.

Differing pay rates in different plants were the main issue, but the narrowing of differentials had added to the tool room workers' resentment. "Skilled men were drifting away from the trade to take up semi-skilled occupations outside the company as they were more lucrative. The company was unable to attract replacement skilled labour, resulting in the Leyland management contracting out portions of its production to overseas companies."

This is creating a situation whereby British taxpayers' money is being used to produce a profit for our competitors abroad and providing employment badly needed in this country."

How were those difficulties to be overcome? By introducing them in a general forum or by discussing them within a negotiating body created to handle specific issues as they affected toolmakers?

The tool room committee believed that the question of different pay rates in different plants, the narrowing of differentials, and the future security of toolmakers' employment should be subject to negotiation between the committee and the company.

"The failure to resolve these problems will result in a continued decline in our ability to satisfy our future model programme with the consequent loss of competitive models," Mr. Fraser said.

"We believe we have the ability, the will, and the desire to resolve these problems. The only barrier that stands in our way is the refusal of the management to allow us to do so."

Independent inquiry on jail riot at Hull

By a Staff Reporter

An independent public inquiry, chaired by Mr John Pinks-Mills, QC, is to be held into the riot at Hull prison last September. The organisers, Members of Prisoners of the Rights of Prisoners (Prop), say it is being held in response to demands from prisoners for an impartial investigation to balance the findings of the internal inquiry being carried out by the Home Office.

The four-day public inquiry is to be held in London in May. It will concern itself not merely with the riot and its aftermath but with the background, which Prop believes goes back to Parkhurst in the 1960s and extends to the present situation in Garretts and other prisons where tension is high.

"Future riots and disturbances are as avoidable as was the one at Hull," the organisation says. "But it is clear that no secret investigation by the Home Office, whether published or not, nor the selective inquiries now being undertaken by the police, can satisfy the necessary conditions for stemming the tide of discontent in our prisons. Only the exposure to public concern and accountability of the Home Office, the police and the select inquiries to the Hull riot can do that."

The prisoners would be represented at the inquiry by a team of barristers and solicitors who were now examining the evidence from prisoners, former prisoners released since the riot, and from individual witnesses who would be appearing in person at the inquiry.

The members of the committee of inquiry are:

Mr Pinks-Mills, QC, chairman of the inquiry; Mr Peter Black, a leading member of the campaign for the rights of prisoners; Mr Michael Cooley, a staff reporter of the Amalgamated Union of Engineering Workers; Mr Peter Hain, president of the Young People's Union; Mr John Pinks-Mills, a barrister; Mr John Pinks-Mills, a barrister; Mr John Pinks-Mills, a barrister.

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US appeal to halt aid for IRA

From Christopher Walker

Belfast

The most important internal appeal ever made to Americans to stop financially supporting the Provisional IRA is contained in a St Patrick's Day message being released jointly by four prominent American politicians.

The signatories carry much individual weight in the large Irish-American community, which provides most of the funds needed to carry on the IRA's campaign of violence. They are Senator Edward Kennedy, Mr Thomas O'Neill, Speaker of the House of Representatives, Senator Daniel Moynihan, former Ambassador to the United Nations, and Governor Hugh Carey, of New York.

The condemnation of violence contained in the letter, which was written by the Irish and British governments, especially by Mr Kennedy, has been accused in the past of taking a sympathetic line towards the IRA.

The text of the message was circulated in Belfast last night at the request of the politicians.

It said: "It is evident to us, it is to be concerned people everywhere, that continued violence cannot assist the achievement of a just and peaceful settlement, but can only exacerbate the wounds that divide the people of Northern Ireland."

"We therefore join together in this appeal which we make in a spirit of compassion and concern for the suffering people in the troubled part of Ireland. We appeal to all those organizations engaged in violence to renounce their campaigns of death and destruction and return to the path of life and peace."

"And we appeal as well to our fellow Americans to embrace this goal of peace, and to renounce any action that promotes the current violence or provides support or encouragement to organizations engaged in violence."

Earlier, Mr Mason, Secretary of State, met an angry delegation from the Northern Ireland Police Federation to discuss security matters in the wake of the deaths of seven policemen this year.

He had spent nearly a year being wooed by the Government to set up a subsidiary in Ulster and was due to fly home, after a brief fact-finding mission, to meet a final decision.

In the past seven years only one new American company has been persuaded to join the 31 already set up in Northern Ireland before the violence began. In all, American investment in the province now amounts to £150m, out of an overall foreign investment of £252m, and is an important factor in the Government's economic strategy.

To start with, our discussion was largely one-sided, as he poured out a stream of anxious questions. Why had businessmen suddenly become targets?

What were the chances of his being assassinated? Had any Americans been attacked? Could they rely on any sort of immunity from the gunmen?

Refusing to give his name, the would-be investor added: "This is the most difficult commercial decision that I have ever had to make, and I do not think that your government have been completely forthcoming in telling me about the financial benefits."

My companion turned out to be the owner of a prosperous Massachusetts company specialising in the manufacture of nuclear power plant equipment.

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Unions agree to keep song contest off the air

By a Staff Reporter

Belfast

Broadcasting unions in Holland, West Germany and Portugal, the countries that were still in the running to stage the Eurovision song contest, have said they will "black out" the event.

Effectively this means that BBC had of arranging an alternative place.

The European Broadcasting Union is to meet in Geneva today, but that may be no more than a formality unless it agrees on some alternative, such as recording the songs in the country of origin and then arranging a vote.

The BBC abandoned its plan to stage the contest at Wembley on April 2, when transmission could not be guaranteed because of action by outside broadcast cameramen over a regrading claim.

The dispute means that its presentation by Princess Anne of the British Academy of Film and Television Arts' annual awards on Thursday will be unlikely to be shown on BBC.

Nor will independent television companies be able to take over the coverage of the event, as at Wembley.

The Association of Broadcasting and Allied Staffs yesterday blamed the BBC for the incident, saying the two Wembley events. "We were asked on Friday to give a guarantee about them but we said we could not," an official said. "We have not made up our mind about anything at the moment."

The next sporting event likely to be affected by the camera men's action is the University Boat Race on Saturday. But a part of the union's strategy, decision will not be made until the last moment.

Opposition cuts Liverpool rates

The opposition parties in Liverpool City Council last night combined to halve budget proposals of the Labour Party, which holds only minority control. The general rate will be 82.05p and the domestic rate 63.55p, in both cases a 11p increase.

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The impact of Belfast on one investor

From Christopher Walker

Belfast

It is impossible to assess the full impact of the Provisional IRA's new campaign against businessmen on Northern Ireland's ailing economy. But I gained an insight into its damaging effect on one potential foreign investor in the lobby of a Belfast hotel this week.

I had just finished telephoning copy about the assassination of a final decision, when an English public relations consultant when an anxious-looking middle-aged man, who had been listening intently, took me aside. "Just tell me one thing," he said, "without introduction. Do you think they would shoot Americans?"

After I had tried to explain the common sense would indicate, not because of America's role in IRA fund-raising, but added that common sense was not always noticeable in IRA tactics, we fell into conversation.

My companion turned out to be the owner of a prosperous Massachusetts company specialising in the manufacture of nuclear power plant equipment.

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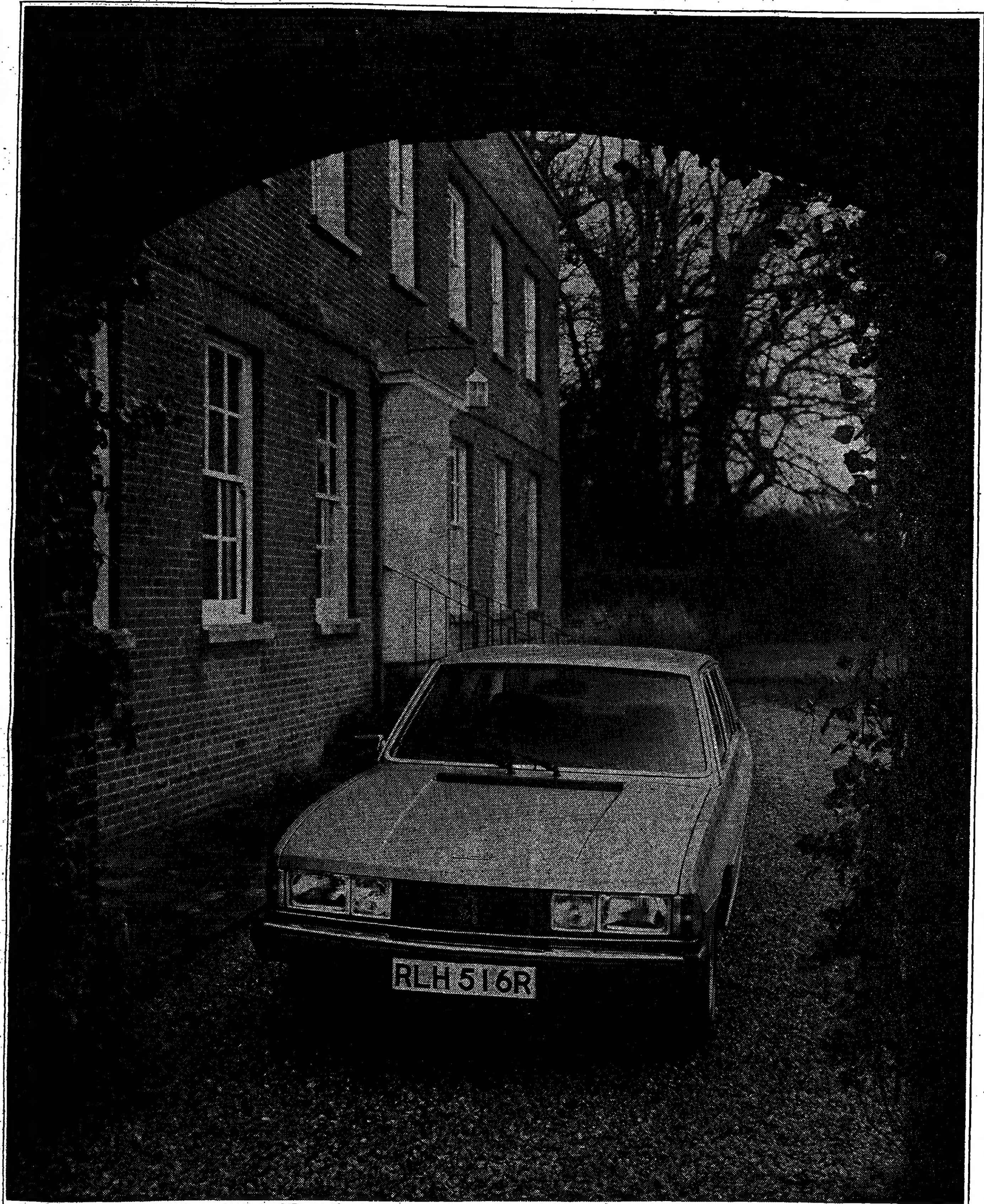
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HOME NEWS

Government uses parliamentary stratagem to avoid possible defeat on spending programme

By Michael Hatfield
Political Reporter

The Government, faced with the possibility of a damaging defeat on its public expenditure programme last night narrowed the angle of attack from opposition parties by preventing any amendments from being tabled.

By deciding to have the vote on the adjournment, almost without precedent on a White Paper, that is the cornerstone of a government's economic strategy, Cabinet ministers have demonstrated their concern that there could be a repetition of last year's vote, when the Government's plans to cut public spending were defeated by a Labour backbench revolt, and the Prime Minister had to have a subsequent vote of confidence in the administration.

Shadow Cabinet ministers were naturally making the maximum possible noises last night over the decision and will vote against the Government, as will the Liberal Party and the Scottish National Party. The position of the United Unionists was not clarified.

Traditionally, a vote on the Government's public expenditure intentions is taken on a "take note" motion which allows the tabling of amendments, and the impression gained from conversations with ministers last week was that

the normal practice would be adopted on today's vote.

When government business managers met yesterday, however, they were faced with the prospect of a defeat by possible abstentions among their own ranks, particularly by those recalcitrant members of the left-wing Tribune Group, and they therefore decided to narrow the chances of a potentially disastrous defeat.

The Government, expected to vote against the adjournment in order to keep its business strategy, decided to allow its troops to follow it into the division lobbies without the distraction or temptation of supporting any amendments. Technically it could vote for the adjournment, but ministers are hardly likely to want to suffer the obloquy of running away from the Government's responsibilities.

Mr Francis Pym, shadow Leader of the House, stated that the decision to vote against the Government, as will the Liberal Party and the Scottish National Party. The position of the United Unionists was not clarified.

Traditionally, a vote on the Government's public expenditure intentions is taken on a "take note" motion which allows the tabling of amendments, and the impression gained from conversations with ministers last week was that

The Conservative criticism of the White Paper, and that of the Labour left for that matter, was sustained yesterday with the publication of the Commons Expenditure Committee report on the Government's expenditure plans.

Sir Geoffrey Howe, QC, Shadow Chancellor, last night pointed to the report's verdict that a section of the White Paper was the composition of the proposed public expenditure as between capital and current expenditure. While there was little change in total public expenditure between 1976-77 and 1978-79 (£53,698m as against £53,130m, a change of about minus 1 per cent), there was a substantial change in the composition of the total as between capital and current expenditure.

Sir Geoffrey and his shadow colleagues point to the view of the select committee which stated: "Indeed, even worse, it appears to be cutting capital expenditure and selling off productive capital assets (eg BP shares) in order to sustain current expenditure, the classic example of an ailing industrial company."

Sir Geoffrey commented: "One can go further. The decision not to have a motion on public expenditure is a classic example of an ailing government."

Union block on reforms to aid lower paid alleged

By Our Social Services
Correspondent

The trade union movement is accused today of effectively blocking reforms to help the lowest-paid by supporting free collective bargaining and later the social contract. Both methods have been used to prevent the lowest-paid, according to evidence in a book published by the Low Pay Unit.

Mr Christopher Trinder, economics research fellow at York University, says that some public-sector employees have been able to make headway under recent pay policies. The million local authority manual workers, including car park and lavatory attendants, have had their basic pay raised from £2.2 a week in 1974 to £3.6 by 1976. Similar increases were awarded to ancillary workers in the health service.

But those employees were still receiving pay of less than two thirds of average earnings, while public-sector employees have been likely to halt their progress towards a minimum acceptable wage, he suggests.

Employees in wages council industries, particularly in the clothing trades, have fallen even further behind. The general plight of the low-paid is no better now than 15 years ago, according to the Low Pay Unit. (Edited by Frank Field, Russell Press, £1.95.)

Mr Foot resumes talks on devolution plan

Talks on devolution between the Government, its rebels and opposition parties, resumed yesterday after Mr Foot's appeal in Scotland on Friday for Labour rebels to reconsider the revolt that has killed the Bill at least for this session. After some delay earlier this week, with each side claiming to be waiting for an approach from the other, Mr Foot, Leader of the House, met Mr Francis Pym, Conservative spokesman on devolution, at the Commons yesterday.

Their exploratory talk, which followed an unproductive meeting between the Prime Minister and Mrs Thatcher last week, led to an agreement to meet again next week.

Later last night Mr Foot met the Welsh Labour MPs, several of whom opposed the Government's attempts to get a guillotine. He is expected to meet Labour groups, including the northern group chaired by Mr Thomas Urwin.

The only hope of a resurrection for the Bill is to win over Labour rebels.

Students ordered to end sit-in

More than two hundred students who have been sitting in at Essex University for a fortnight in protest against fee increases were ordered to leave immediately by Mr Justice Foster in the High Court yesterday.

In Manchester, students sitting in at one of university's administrative blocks have agreed to leave the building peacefully tomorrow.

Telephone bills delayed

A £3m backlog of telephone bills has accumulated because of an overtime ban by about 600 computer workers. A 24-hour stoppage by 66 workers at the Post Office data processing service computer centre in Kensington, London, today will prevent distribution of up to 70,000 telephone accounts.

The unofficial action is by members of the Civil and Public Services Association.

Race inequality report blames councils

By Diana Geddes

A radical change in the attitudes of local authorities towards ethnic minorities is called for in a report by the Community Relations Commission, published yesterday. Positive intervention is required to combat racial inequality, and the report says that the policies of non-discrimination are not enough to meet the special needs of minority groups, the commission says.

The report urges the Government to set up a programme for racial equality, through which funds would be channelled to local authorities in multicultural areas to help them to review and monitor their present services and to provide for the special needs of ethnic groups. Funds would also be allocated to promote self-help within the ethnic communities.

At a press conference to launch the report Mr Mark Bonham Carter, the outgoing chairman of the commission, said local authorities were in the front line of the battle against racial inequality. They supplied most of the services, the minorities required, and the question was whether they were the right services and whether they were being properly deployed.

"The answer given in the report to both these questions is all too often negative; partly through ignorance or insensitivity, partly through refusal to face the issue squarely, partly through lack of or wrongly deployed resources," he said.

In July, 1974, Mr Jenkins, then Home Secretary, asked the commission "to consider the extent to which the needs of ethnic minority communities differ from those of the rest of the population in areas of urban deprivation and to report and advise on the implications for community relations policy."

The commission found that ethnic minorities were more

likely to experience a greater degree of social deprivation than whites of the same socio-economic groupings (lower earnings, poorer housing conditions, etc), were more prone to clusters of multiple deprivation, and suffered special needs of deprivation frequently caused by racial discrimination. The racial dimensions of social needs were rarely discussed in local government committees. The practitioners in the field (social workers, teachers, housing advisers) were aware of the special needs of ethnic minorities and often tried to adapt their services to meet them. But they felt insufficiently trained for the work and insufficiently supported by their local authorities.

A clear lead needed to be provided by the Government to local authorities to advance their work in multicultural areas, the report adds. The commission recommended the development of policy guidelines for local authorities; the collection of statistics to monitor progress toward the achievement of racial equality; and the direction of funds to authorities serving multicultural areas and to self-help groups.

The participation of ethnic minorities in the clarification of needs, the planning of policies and the provision of services is of crucial importance in the fight against racial inequality. Turning to its proposal for a programme for racial equality it says that so far there has been no attempt to use public funds in a strategic way to combat racial discrimination. Funds amounting to about \$35m a year are administered as a "small addition" or complement to the £8,000m spent by local authorities on the provision of services each year.

Urban Deprivation, Racial Inequality and Social Policy (Community Relations Commission, Stationery Office, £1.75).

MPs consider entry queue

From Our Correspondent
Rawalpindi

Mr Frederick Willey, MP, leader of a British delegation from a parliamentary select committee on race relations and immigration, said in Lahore yesterday that the committee would be able to submit its report about entitled dependants of south Asian immigrants in Britain to the

House of Commons this summer.

Official sources said the Government had offered the services of liaison officials to assist the British Embassy in Rawalpindi to scrutinize dependants' documents, and that the committee would be able to speed.

Once the outstanding cases were cleared there would be few persons seeking emigration to Britain as dependants, it was pointed out.

Naval officer may lose gratuity and pension over theft

Norman McInnes, aged 49, a lieutenant in the Royal Navy, who may lose a £6,000 gratuity and pension of £2,000 a year, was told by Judge McCreery, QC, at Winchester Crown Court yesterday: "You gave good service to this country for many years but you have thrown the whole thing away for less than £100."

How Mr officer in the Royal Navy came to end up as a thief is a story that is beyond the scope of this report. But that is what you did."

Mr McInnes, of Hilson Drive, Fareham, a person assistant to Commandant David James, stores and record officer at HMS Collingwood, Portsmouth, was sentenced to nine months imprisonment, suspended for two years, and ordered to pay £750 costs within six months.

Mr McInnes, married with a son aged nine, originally pleaded not guilty to five theft charges and one of larceny. Yesterday he changed his plea to guilty on two of the theft counts. The not guilty pleas to the remaining four charges were accepted.

The property, belonging to the Ministry of Defence, included fruit, vacuum cleaner bags, screws, plaster of Paris, 16 hoe handles, and tools worth more than £600.

School-leavers who 'miss the boat'

By Bert Lodge, of The Times
Educational Supplement

Many school-leavers and even undergraduates are totally unaware that bigger profits in industry mean better social services, a leading industrialist told a 500-representative conference of industry and education in London yesterday.

"I sometimes feel like an evangelist uttering a simple Christian truth," Mr Dennis Read, managing director of Rolls-Royce Aero Division, said. "Quite often their response is like 'body, er, put it quite like that before'."

New DPP assured of his unfettered authority

By Clive Borrell

A leading lawyer has already been chosen to succeed Sir Norman Macpherson as Director of Public Prosecutions in May.

The name of the new man, who has been interviewed by the two "patrons" of the office, Mr Rees, Home Secretary, and Mr Samuel Silkin, QC, the Attorney General, will be disclosed later.

He has been told that his appointment is not considered a "caretaker" post, and speculation that the DPP's function and authority would be changed fundamentally when Sir Norman retired has been strenuously denied.

The future of broadcasting 1: Beginning a period of national debate Announcement on BBC's licence fee imminent

By Kenneth Gosling

Publication of the Annan report on the future of broadcasting, due before the end of the month, will begin a period of national debate equal to the committee's own period of deliberation, two and a half years. The issues at stake are the BBC's official history, the series of BBC lunchtime lectures last week, are profound as well as topical. They go to the heart of the institutions but from outside pressure groups. There is the well-worn argument between the BBC and the Independent Broadcasting Authority over who should run the fourth channel and a suggestion, said to have some support within the Annan committee, that all radio should be organized separately.

Its own evidence on Annan has been issued in a digest by the BBC, summarizing the dozen or so submissions it has made.

It splits into seven parts, covering the BBC's independence, the licence fee, unity and future organizations, devolution and regional broadcasting, BBC local radio, accountability to the public, and a summary of its submission, "Broadcasting in the eighties and nineties."

With an announcement about its licence fee now almost at hand, the BBC is making its first main point the

dependence it has on this form of financing in order to preserve its independence.

"He who pays the piper calls the tune," the public says, individually and directly, neither through general taxation nor advertising, so the BBC in its central programme-making function, is free from either political or commercial pressure.

Continuity of the system, the BBC said, was essential to maintain freedom from uncertainty over revenue for programme production, future plans and capital expenditure.

Side by side with independence, immutability, a policy but into BBC history from its earliest days. "In the fight to repel pressures that threaten its independence the BBC sees the necessity for never-ending vigilance."

No alternative to the licence system would work; not grant-in-aid (which finances the external services), nor pay-TV, nor advertising. One figure to emerge in that area concerns the amount of potential income available from advertising on just one radio channel, Radio 2. It would amount to between

£20m and £25m, the BBC's evidence said, but it was almost certain to be obtained at the expense of commercial radio and "popular" daily newspapers.

On the fourth channel there was no need for a completely new general audience network, either in radio and television; a second commercial network would reduce, not extend, choice.

That view was body consoled by the Independent Broadcasting Authority, which firmly believed it should get the fourth television network to realize its full potential and it hoped that authorization for it would not have to wait until 1979.

That is the year the extensions to the BBC's charter and the IBA Act expire. Four years ago the BBC first put its case on a new television network, and to Annan it repeated its view that the basis for allocation should be "the satisfaction of a need at present unsatisfied", so that the strongest contenders were smaller, more specialized audiences.

To be concluded

Whitehall hostility to overseas staff inquiry

By Peter Hennessy

Whitehall staff associations have demanded a consultation with the Government on the findings of a report on British overseas representation being prepared by the Central Policy Review Staff, before it is made public later this year.

Sir Kenneth Blunt, director of the review staff, has presented to the Overseas Policy and Defence Committee of the Cabinet an interim report that bluntly describes Britain's diminished world role and his "second division" status. His final report, expected to be more than 200 pages long, will be in the hands of the Prime Minister and the Foreign Secretary before the deadline of April 30.

The Government has budgeted for Blunt, director of the review staff, of about \$3m in the Foreign Office appropriation for 1978-79 in anticipation of the Blunt report. Natural wastage among the 5,250 staff in the Diplomatic Service would be insufficient to meet that target without redundancies. The service's budget last year was £126.3m, offset by £17.1m in earnings from consular and passport services.

The review staff team has given much thought to the Consular Service, which has not been specifically reviewed for years. With 1,280 officials working abroad, 960 of whom are locally engaged, it is thought to be a prime target for economies.

Britain's increasing reliance on United States intelligence



Sir Kenneth: Blunt report.

sources in recent years will ensure that any attempt to reduce capacity in that field meets with strong internal resistance in Whitehall. Cuts in the £30.5m secret service

vote, in the 1,856 officials engaged in code-breaking at the Government Communications Headquarters in Cheltenham or in the military intelligence activities of the Ministry of Defence, would inspire grave disquiet.

The Cabinet is expected to publish the bulk of the Blunt report after considering its principal findings. Its sections on sensitive installations such as the Government Communications Headquarters and the Secret Intelligence Service will remain classified.

The radical manner in which Sir Kenneth and his mixed team of six, made up of civil servants and outside recruits, have interpreted their brief during their 15-month investigation, has aroused unprecedented hostility in Whitehall. In particular the method of inquiry employed by his "young huffers", as Sir Kenneth likes to call them, on their visits to 40 overseas posts in 28 countries, has caused deep offence.

The Foreign and Commonwealth Office, which feels particularly vulnerable to cuts, has detected a bias against its life-style. The "politics of envy" is a phrase on many lips. The belief, attributed to Sir Kenneth's team, that regular political reporting from medium to small newspapers can be left to the newspapers and "fixers" flown in from London when required is regarded as naive and unsatisfactory.

The chief complaint about the Blunt team is that, unlike its predecessors that produced the

Plowden and Duncan reports in the 1960s, it is staffed by people with little personal knowledge of the foreign service. A further criticism is that the Plowden and Duncan investigations were given clear policy assumptions on which to base their activities while Sir Kenneth Blunt was left to set his own content.

The Blunt review encompasses the entire spectrum of British overseas representation, including the British Council and the BBC External Service. But most of it will be devoted to the Foreign and Commonwealth Office, the Department of Trade and the Ministry of Overseas Development.

Its concluding section covers the machinery of government and is likely to prove the most far-reaching element of a self-consciously radical report. If the team takes to its logical conclusion the view that diplomats have contributed to it, namely that "getting on with foreigners" is not a skill requiring a separate profession to perform it, a fundamental reshaping of departments could be in prospect.

There is speculation that a separate Ministry of Overseas Trade, or a revamped Department of Trade might take over the commercial functions of the Consular Service. There has also been talk of the Foreign Office's losing its leading role in EEC affairs to an enlarged European unit in the Cabinet Office with its own Minister for Europe. Talk of a 20-30 per cent reduction in Foreign Office numbers is common currency in Whitehall as a result.

Hosenball deportation appeal begins

By Stewart Tendler

A "blanket refusal" by the Home Secretary to give any details to Mr Mark Hosenball for his deportation on grounds of national security was a breach of immigration rules, it was argued in the High Court yesterday.

Mr Hosenball, an American journalist working in London, began an appeal before Lord Widgery, Lord Chief Justice, and two other judges sitting in the Queen's Bench Divisional Court. The outcome of the appeal will also affect the deportation of Mr Philip Agee, the former CIA agent.

Yesterday Mr Louis Blom-Cooper, QC, appearing for Mr Hosenball, told the court that a Home Office statement on immigration rules issued in 1973 was "part of the law of the country. There must be compliance with the statutory provisions of rule 42."

That rule covers deportations for reasons of national security and allows for representations to a Home Office advisory

panel. The rule states that the deportee should be informed as far as possible of the allegations against him.

Mr Blom-Cooper said Mr Hosenball had never even been told in what publications work had appeared that constituted a threat to national security. He said: "The Secretary of State has conferred the right to be heard. Once you have that right, it is the right to know what is being said."

The issue of a case in Northern Ireland in 1973 that dealt with an appeal against internment was raised. The judgment showed that details of allegations should be given where they were conducive with the safety of sources and the workings of the security forces.

Mr Blom-Cooper said: "I rely on that decision to show that there must be an application of somebody's mind on what material can be disclosed. It is not enough to say I am not prepared to give you it. The hearing continues."

Man posted deadly scorpion to his girl friend's mother

A mother's objection to her daughter's boy friend resulted in her receiving a scorpion in the post, Judge Mason, QC, was told at the Central Criminal Court yesterday.

The 24-year-old woman, who was a four-time African yellow scorpion, the most deadly species, Mr Colin Hart-Leverson, for the prosecution, said.

It was sent to Mrs Kate O'Driscoll, aged 57, of Bracknell Road, Tufnell Park, London, by James Michael Eustace, aged 26, of Fethway Gardens, Hainbury, Leicestershire, charged with sending a postal packet containing a noxious living creature, a scorpion.

Mr Eustace, who was described by the judge as a dangerous man, also admitted a series of robberies and the unlawful possession of firearms. He was jailed for 10 years, the sentence including one of 12 months, to run concurrently, for sending the scorpion.

When Judge Mason asked to see the scorpion a glass jar containing it was handed to

him. Mr Hart-Leverson said: "It is still alive and could be deadly."

Mrs Barbara Mills, for the defence of Mr Eustace, said he had no idea that it was deadly. She added: "They are readily available and can still be bought today in pet shops for only £2. Eustace bought it totally unaware of its deadly qualities and the pet shop owner said nothing about it."

"Prior to sending the package Eustace had allowed the scorpion to run up and down his bare arm, regarding it as being nothing more than a very large spider. He sent it as a practical joke and only now appreciates how serious it was."

Mr Hart-Leverson said that the day after Mrs O'Driscoll had objected to Mr Eustace's going out with her daughter she received some wreaths, 10 of meat for which she was expected to pay, and a taxi which arrived to take her to Heathrow airport, London. All had been ordered by Mr Eustace.

Cabinet still to settle clash about Europe vote

By George Clark
Political Correspondent

The Cabinet will today again consider what is to be said in the White Paper that has been promised on direct elections to the European Parliament.

Predictions that Parliament may have to wait another month before ministers resolve their differences over the elections and agree on the final draft may prove to be too pessimistic. But yesterday the Whitehall view was that it may require another meeting before the Cabinet can reach an agreement.

All the time, in the background, is the threat that the Labour Party national executive may call a special party conference on the issue.

The party is officially committed to opposing direct elections, and three or four members of the Cabinet are said to be putting the executive's view that some way should be found of getting out of the pledge given by the Government to the rest of the Community in 1975 that the United Kingdom would use its best endeavours to arrange direct elections here in May or June, 1978.

Before the drafting of the White Paper is settled, a fundamental clash of opinion has to be resolved.

Meanwhile, in the Conservative Party there is increasing pressure for the Government to be brought to book for deliberately holding up the legislation urgently required if the elections are to be held in the United Kingdom on the target date.

Other subjects, with a bearing on the forthcoming local government elections, are likely to be given precedence for supply days, when the Opposition can choose the subject for debate, at least in the next few weeks. But Conservative backbenchers are busy with their own freelance efforts to put the Government on the spot.

On March 25 Mr Peter Mils, Conservative MP for Devon West, is moving a private member's motion, which may well be carried, stating: "This House, bearing in mind the Government's repeated pledges to use its best endeavours to bring about direct elections to the European Parliament in May or June, 1978, authorizes the four boundary commissions to begin work forthwith."

That is a reference to the recommendations of the Select Committee on Direct Elections that the boundary commissions for England, Scotland, Wales and Northern Ireland should be set to work this spring to create 81 Euro-constituencies by the amalgamation of existing Westminster constituencies. Further authorization for the work could come in legislation later.

More than sixty MPs have signed a motion tabled by Mr Hugh Dykes, Conservative MP for Harrow, East, a former member of the Conservative delegation to the European Parliament, saying that the House is "seriously perturbed" at the unnecessary delay in publishing the direct elections Bill, and calling on the Prime Minister "to show positive leadership by honouring the spirit of the Government's pledge and producing the White Paper and the Bill forthwith."

In addition Sir Brandao Ribb, Conservative MP for Kensington and Chelsea, Kensington, proposes on April 5 to introduce a Bill authorizing the direct elections and setting out the constituencies and method of election.

Yesterday the Labour Study Group on Elections Reform produced a pamphlet on the European direct elections. It asks whether the present electoral system can really give a true representation of the political views of the British people. It was realized, especially in Sturtevant, on the Isle of Lewis, where English is the common tongue, parents might prefer to have their children taught only English.

The national shortage of employment for teachers has meant that there will now be more Gaelic-speaking teachers available.

£6m campaign to save world's marine wildlife

The World Wildlife Fund launched a £6m programme yesterday to conserve marine life around the world.

The campaign has been launched in the face of the ravaging effects of pollution and modern civilization in general, which have diminished the supply of fish, shells and natural life. Many species of marine life are threatened with extinction and attempts at the conservation of fish stocks have been described as a miserable failure.

The fund said: "We know relatively little about the interest, variety and productivity of marine life around our shores and the threats that face it." In Britain the fund hopes to support marine research and practical conservation around the coasts, particularly in the South-west, where pressures from industry and tourism are threatening an important marine habitat. The fund also hopes to devote money to the formation of reserves for coastal wildlife.

St Patrick's Day flights normal

Aer Lingus services returned to normal yesterday after a four-day strike over pay differences.

Airport workers agreed to suspend their action in time for St Patrick's Day, today, after being promised an inquiry by the Irish Labour Court.

Western Isles plan for all teachers to speak Gaelic

From Martin Huckerby
Edinburgh

All teachers in primary schools in the Western Isles of Scotland will eventually have to be Gaelic-speaking, according to a new plan, which is expected to be approved today by the Western Isles Council.

The aim is to ensure that children on leaving primary schools will be as fluent and literate in Gaelic as in English. A council representative said yesterday that they were committed to a bilingual policy and already had Gaelic as a compulsory subject in secondary schools. They wanted to extend that to all their schools.

Most teachers in the islands

are already Gaelic-speakers, but the council said there was no intention of getting rid of existing teachers who speak only English. It was a long-term policy and thus non-Gaelic speakers would be gradually phased out.

It was not an inflexible policy, the council said, and it would have regard to parishes. It was realized, especially in Sturtevant, on the Isle of Lewis, where English is the common tongue, parents might prefer to have their children taught only English.

The national shortage of employment for teachers has meant that there will now be more Gaelic-speaking teachers available.

Lamb guaranteed price is raised by 7p a pound

Farmer's are to get an extra 7p a pound in the guaranteed price for their lambs, the year from Mouders week, the Ministry of Agriculture said yesterday. They will also get 12p extra on the guaranteed price for wool in this year's clip.

The new guarantees will be 114p a lb (52.2p a lb for lambs, and 110m (49.5p a lb) for wool. That represents, for lambs, an increase of 16 per cent over the present price of 45p a lb.

The guaranteed price for wool represents a rise of 31 per cent on last year's figure, and reflects continued strengthening of the market price for wool.

The guaranteed prices will make no difference to retail prices because market prices are well above the guarantee. The National Farmers' Union said: "These guaranteed prices should help the expansion of sheep production which the Government and the industry wish to see."

HOME NEWS

North Sea
ban means
herring may
be imported

By Our Parliamentary Staff

The Government is considering the possibility of importing herring, possibly from Canada, to keep British processors going in the face of the total ban on catching the fish in the North Sea, Mr Hugh Brown, Under-Secretary for Scotland, said yesterday. He was speaking at a Commons statutory instruments committee meeting at which orders imposing the ban were agreed.

The ban ends a great era in British fishing which at its height gave jobs to a large fleet of drifters, and employed hundreds of men who followed the moving herring shoals along the East Coast, filling the herring as they were landed.

Mr Brown said that so much attention was paid to the catching side of fish conservation that too little was paid to the loss of job opportunities. It might seem ridiculous to import herring, but to keep processors going and to preserve the markets they had established it might be necessary.

Mr Brown added that the Government is considering the tariffs on herring imports.

Sir John Gilmour, Conservative MP for East Fife, said here was a danger that by legislating to protect one species they might put pressure on another.

Mr Alan Beth, Liberal MP for Berwick-upon-Tweed, said that anyone who had watched the collapse of the North Sea herring industry recognized that drastic conservation measures were needed. But he expressed misgivings about the effect of the ban on local communities and said that when a relationship of the ban was considered it should be in favour of traditional fishing communities.

Mr Alick Buchanan-Smith, Conservative MP for North Angus and Mearns, said fishermen would be in difficulties. They had commitments in running their boats, and interest payments to maintain and they had to keep their income running if they were to remain in the fishing industry.

Fishermen recognized the value of the ban and would comply but there was anxiety whether the ban would be enforced against foreign vessels.

Mr Douglas Henderson, Scottish National Party MP for Aberdeen, said that the Government should advise the aid of fishermen as the eyes and ears of the protection service.

Policemen remanded on
drug-smuggling charge

Six men, including two West Midlands police officers, were on trial at Birmingham Crown Court by Birmingham magistrates accused of illegally importing more than 150lb of hashish resin, with a street value of £75,000, into Birmingham airport on December 30.

Det Constable Thomas Keogh, 30, of George Road, Edgbaston, and Sergeant James James, 30, of Edgbaston, were remanded in custody.



Jubilee photographs: A new photograph of Princess Anne, taken last month by Barry Lategan, included in "Happy and Glorious", a special jubilee exhibition of Royal Family photographs, which opens tomorrow at the National Portrait Gallery.

Equity warning
over aid
for the arts

By Our Arts Reporter

Anything short of a 15 per cent increase in government support for the arts would herald disaster for actors, Equity said in a statement issued yesterday on action to fight cuts in the employment of its members.

Mr Peter Plouvier, the union's general secretary, said: "It must be emphasized that such a figure would fall considerably short of the officially estimated rate of inflation in the arts and theatre industries, which is now running at about 21 per cent."

The union, which has made direct representations to Mrs Williams, Secretary of State for Education and Science, wants minimum levels of employment for its members in all sectors of the subsidized theatre.

It also wants the right to attend all meetings of the Arts Council and its committees and panels and to receive the fullest information and closest consultation.

Musician of the Year

The Incorporated Society of Musicians has presented its second annual Musician of the Year award to Sir William Walton, who will be 75 on March 29.

Lake District campaign to
stamp out deer stalking

From Our Correspondent

Windermere

A campaign is being mounted to stamp out deer stalking in the forests of the Lake District, and the public is asked to help.

The campaign, which is being launched by the north-west branch of the British Deer Society, coincides with the Deer Bill, now going through Parliament, which provides more severe penalties for poaching. They go up from £20 fines to up to £500 a deer, and three months' imprisonment, with confiscation of equipment.

The Bill also provides for the banning of shotguns, which

are the main weapons used. Poachers, generally working in gangs at night, shine headlight beams along the road to attract the deer and then fire at them down the line of light.

Mr William Grant, chief forester at Grizedale Forest, near Hawthornthwaite, and chairman of the Deer Society branch, said: "This is dangerous, indiscriminate and inhumane." Poachers had no regard for public safety, for the deer stock or for the foresters who care for them. They did not distinguish between hinds and calves, and very often left wounded deer wandering about the forest to die many days after

Advice on how
to cope with
incontinence

By Our Health Services

Correspondent

It is estimated that more than two million people of all ages in this country suffer from incontinence. Often they do not get the help they need because they, their relatives and society see it as a taboo subject.

The condition is poorly covered in the training of doctors, nurses and social workers. To help to dispel the ignorance Mrs Dorothy Mandelstam, a physiotherapist and social worker and adviser on incontinence to the Disabled Living Foundation, has written a guide to the understanding and management of the condition.

The book, published yesterday, sets out its basic causes and methods of treatment. Appliances, clothing and methods to cope with the condition are described and illustrated.

(Incontinence—a guide to the understanding and management of a very common complaint published for the Disabled Living Foundation by Heinemann Health Books, £1.75, from bookshops or from DLF, 346 Kensington High Street, London W14 8NS.

Prisoner in pre-release job
was unfairly dismissed

From Ronald Kershaw

Leeds

Mr Terence Gallogly, a prisoner let out of jail to work under a pre-release scheme, was unfairly dismissed, a Leeds industrial tribunal found yesterday.

A decision on his reinstatement as a £90-a-week spot welder at Arncliffe Ltd, of Bailey, garden furniture manufacturers, was not taken, to allow time for the man's union, the Amalgamated Union of Engineering Workers, and the company to reach agreement.

Mr Gallogly, aged 38, of Haxby, near York, contended that he was dismissed and returned to prison for his activities in organizing trade union membership at the works when it was a non-union shop.

He said later that he proposed to take action against the Home Office. He added: "It follows that if I was wrongfully dismissed I was wrongfully imprisoned, and the Home Office has interfered with my right to organize a trade union as permitted under the European Convention of Human Rights."

Mr Morish said the reasons for the tribunal finding would be published as soon as possible.

Broadmoor
man killed
a second
victim

John King, aged 28, a civil servant, who in 1963 was sent to Broadmoor for knife attacks on young women, was released four years later, knowing his perversion had not been cured, it was stated at Norwich Crown Court yesterday, when he was charged with murder.

Five years after release Mr King acted out one of his sexual fantasies by tying up and brutally stabbing Mrs Ethel Johnson, aged 42, whom he had lured to the offices of the Department of Health and Social Security where he worked, it was stated. For two years he had followed her without ever speaking.

The court was told that in 1963, Mr King, then 15 years old, was convicted of unlawfully wounding two women by stabbing them with a knife and was sent to Broadmoor. At the time Dr J. V. Morris, a consultant psychiatrist, said in a report that the defendant was a "psychopath from whom grave attacks might be expected unless he is placed under firm control."

Mr King was released from Broadmoor four years later. Mr Michael Lewis, QC, for the defence, said: "In statements he has made it is perfectly plain that he himself was at least apprehensive, if not well aware, that Broadmoor had made no successful impact on him even at the time of his release. He has been aware since very shortly after his release from Broadmoor that he was in relation to women he has found difficult to control."

Mr King, a £3,000-a-year executive officer, of Town Wall Road, Great Yarmouth, pleaded not guilty to murdering Mrs Johnson, of Branscombe Avenue, Corlestone, but guilty to manslaughter on the grounds of diminished responsibility. His plea was accepted by the prosecution and he was jailed by Mr Justice Gibson for life.

Mr Sam Khambaria, QC, for the prosecution, said Mr King had stabbed Mrs Johnson's body in two places, which he left in the manager's office at Yarmouth House.

After making three unsuccessful attempts to kill himself, Mr King gave himself up to the police.

Our Great Yarmouth Correspondent writes: Mr King was released from Broadmoor in 1967 and was working at the Stationery Office in Norwich as a clerical assistant. He was soon promoted to a clerical officer. In 1973 he moved to the Department of Health and Social Security office at Great Yarmouth, where his father also worked. Workmates described him as quiet and intelligent.

Law Report March 16 1977

Health and safety inspectors
competent to prosecute

Campbell v Wallend Slipway & Engineering Co Ltd

Before Lord Widgery, Lord Chief Justice, Mr Justice Eveleigh and Mr Justice Wile

The competence of an inspector of the Health and Safety Executive to bring proceedings under the Health and Safety at Work Act, 1974, was upheld by the Divisional Court, Justices at Wallend on Tyne had dismissed information against Wallend Slipway & Engineering Co Ltd on the ground that the inspector was incompetent to prosecute.

Their Lordships allowed an appeal by the inspector, Mr John Campbell, by way of case stated, from the dismissal of information that the company had failed to keep the air conditioning plant of a ship they were servicing free from asbestos dust and to have given no advance notice of their intention to handle blue asbestos, and sent the matter back to the justices to continue the hearing.

Section 19 of the Act provides: "(2) Every appointment of a person as an inspector . . . shall be made by an instrument in writing specifying which of the powers conferred on inspectors by the relevant statutory provisions are to be exercisable by the person appointed; . . . (4) An inspector shall, if so required when exercising or seeking to exercise any power conferred on him by or with the consent of the Director of Public Prosecutions, produce his instrument of appointment or a duly authenticated copy thereof."

Section 38 provides: "Proceedings for an offence under any of the relevant statutory provisions shall not, in England and Wales, be instituted except by an inspector or by or with the consent of the Director of Public Prosecutions."

Section 39 provides: "(1) An inspector, if authorized in that behalf by the enforcing authority having jurisdiction, may, although not of counsel or a solicitor, prosecute before a magistrates' court proceedings for an offence under any of the relevant statutory provisions."

Mr Harry Woolf and Mr Hugh Carlisle for the inspector; Mr Peter Taylor, QC, and Mr John Deane for the company.

MR JUSTICE EVELEIGH said that the prosecuting inspector, when challenged, had asked for the instrument of appointment, which he gave evidence himself, stating that he was an inspector. He also produced two documents, a photograph, which stated that he was an inspector appointed under section 19, authorized to enter premises, and exercise all other powers conferred on inspectors by section 20, and authorized to prosecute by section 39. There was no mention of section 38.

MR JUSTICE WILE said that the instrument of appointment was signed on behalf of the Health and Safety Executive by Mr John Locke, director. A further document was produced, bearing the seal of the Health and Safety Commission and signed by Mr V. G. Munn, secretary, which stated that on December 5, 1974, Mr Campbell had been appointed to the Executive, among them.

In these circumstances it was submitted that the appointment of the inspector was valid and that the requirement of the Act. It was said that a written instrument was necessary, reliance being placed in particular on paragraph 20(3). It was also contended that the written instrument appointing Mr Campbell did not include a reference to section 38, and in consequence under section 19(2) he was not empowered to lay the information.

As to the contention that there was no power under section 38, it could be seen from its wording that the section did not purport to grant any power that did not otherwise exist. Any individual was entitled to lay an information for a breach of a statutory provision in the absence of any provisions to the contrary. Section 38 was one such provision to the contrary. It was, therefore, a limiting and not an empowering section, and therefore Mr Campbell did not need to be specifically empowered in that respect.

It was submitted that although Mr Campbell had said that he was an inspector and produced what he said were his written appointment and certificate, he had not proved the validity of his appointment. In section 38 "inspector" was defined as "an inspector appointed under section 19", and it was said therefore that there must be evidence of appointment in accordance with section 19; that an instrument of appointment was required; that the evidence must include evidence of the existence of the instrument (preferably by production of the instrument itself or a copy) and its terms.

So the question arose whether there must be an instrument. Section 10, which was entitled "Establishment of the Commission and the Executive", made no mention of an instrument, but section 19,

dealing with the appointment of inspectors, in striking contrast, specifically provided that the appointment of an inspector should be made by an instrument in writing.

Schedule 2 contained provisions regulating the terms of service of Executive members, and paragraph 20(3) simply said how those terms were to be determined by the Commission. In his Lordship's opinion, although the schedule did envisage that an instrument would come into existence for the purpose of effecting or modifying the terms of an appointment and that it would contain the terms of the member's service, it was not required as a condition precedent to an effective appointment. Nor was such an instrument to be regarded as the appointment in itself.

However, the company would still be entitled to say that the steps envisaged by section 10(5)—approval by or with the consent of the Secretary of State and consultation with the director—should be proved. Mr Woolf, relying on *Ross v Helms* (1913), 10 TLR 621, contended that it was sufficient in the circumstances of the present case to say "I am an inspector". But in the relevant Act in this case there was no definition of "inspector", and his Lordship would not decide the present case on the basis of *Ross v Helms*.

Mr Woolf further said that even if writing was necessary and even if it was necessary to prove that section 10(5) had been complied with, it was not necessary to prove that the inspector had been validly appointed, and that the Executive was not required to appoint him had been validly appointed. He relied upon the presumption *omnia presumuntur rite esse acta*.

In answer Mr Taylor submitted that if a party challenged such a presumption, then the presumption did not apply, and, in any case, it did not apply in a case of this kind, which was a criminal case.

The presumption was a presumption of law, which meant that if a basic fact was proved, compulsory inference arose. Merely to say "I challenge it" could in no way mean that the presumption was to be displaced by evidence. Inferences were permissible in criminal cases, and in criminal cases where an ingredient of the offence was in issue, the presumption did not apply. It was said that the presumption was a presumption of fact, not of law.

Their Lordships were not dealing with an ingredient of the offence but with a procedural matter upon which the court had to decide before the case could be adjudicated upon. All the more so should a presumption of this nature be available to be relied upon. That such a matter was to be regarded as procedural was shown by *Price v Humphries* (1958) 2 QB 353.

Mr Taylor relied on *Scott v Baker* (1969) 1 QB 658, but there the matter to be proved was an essential part of the offence itself, and the situation in which it was claimed the presumption could be of assistance did not come before the court before.

Presumptions of law had developed over the years after the courts had seen the necessity of certain inferences from established facts. Their Lordships were now dealing with a situation which had been before the courts for some time, namely, how an appointment to a public office was to be proved. His Lordship would adopt what was said in *Cross v Green* (4th ed, pp 35, 112) and also in *Phipson on Evidence* (12th ed, para 328).

His Lordship would conclude that the presumption was applicable to the present case. What was the result? A witness, saying that he was an inspector, produced his written appointment and a certificate with his photograph. That certificate itself had some statutory effect under section 19(4). The evidence of the inspector himself was ample evidence to prove that he was a person

appointed under section 10(5). Once he had produced his certificate it was enough to establish his entitlement to lay the information under section 38. It might be wise for him to be armed further with the document which appointed him, but in his Lordship's view the certificate alone, properly vouched for, would be enough to establish his power under section 38.

He would allow the appeal.

MR JUSTICE WILE, also for allowing the appeal, said that after evidence had been given the question of the presumption disappeared and in its place was evidence which was in no way contradicted by the company. Accordingly there was sufficient proof that the inspector was one of her Majesty's inspectors of health and safety.

What caused the justices trouble was the company's contention that the inspector had to show the court not only that he was validly appointed but, if challenged, that the Executive which appointed him was itself validly appointed by an instrument. His terms having been approved by both the Secretary of State and the Minister for the Civil Service. Those contentions were misconceived. They were entirely on the wrong of para 20(3). The company had no right to call for an instrument or the terms of an instrument appointing Mr Locke as a member of the Executive. His Lordship would not rely upon any presumption of regularity, but rather on section 19(4).

The questions posed by the justices should be answered as follows: "Whether on the evidence we were right in failing to be satisfied that the Health and Safety Executive was validly appointed?" Answer: That did not arise for consideration. "Whether the majority of us was right in deciding that an inspector's authority to institute proceedings derived from section 38 and does not need to be included in an inspector's certificate of appointment in that it is not excluded by section 19(2)?" Answer: Once evidence was given by the inspector—which was not contradicted—that he was an inspector for purposes of the Act, then he had authority to institute proceedings.

The LORD CHIEF JUSTICE, also concurring in allowing the appeal, said that to Mr Taylor's statement that under para 20(3) there could be no effective appointment to the Executive without there coming into force a document containing the terms and agreement, the short rejoinder was that the words in question were directory and not mandatory. Anything said on other aspects was therefore obiter. But his Lordship was satisfied that the presumption of regularity applied and the only way in which it could be displaced was by calling evidence to rebut it.

The appeal should be allowed and the matter sent back to the justices to continue the hearing. Solicitors: T. C. L. Linsley & Mordimer, Newcastle upon Tyne.

Promise to pay
compensation

Regina v Mortimer

The Court of Appeal quashed a compensation order for £4,261 made by Mr Justice Egan, who had found that a bankrupt on the ground that an order should not have been made against a person without means. He had paid a sum of money to obtain money by deception and obtaining credit as a bankrupt. He was given a suspended sentence. MR JUSTICE CUSACK was sitting with Lord Justice Lawton and Mr Justice Jupp, said that when a court was minded to make a compensation order, it should pass a lenient sentence after persons other than the convicted person had promised to pay the compensation, sentence might be deferred to see whether the promise could be made effective. Another course was for those advising the defendant to take steps to see that the money was repaid before the hearing.

Latest wills

Hospitals to benefit

Miss Mabel Mary Wood, of Shropshire, Norfolk, £15,000 net. After various bequests of £11,400 she left £4,000 and a quarter of the residue each to the Benevolent Fund of the College of St Bartholomew's Hospital, the Isla Stewart and Helen Baines Memorial Fund for Furthering Nursing Education, and the College of Nursing, £3,000 and a quarter of the residue to the Samaritan Fund of St Bartholomew's.

Florence Annie Mawdsley, of St Mawes, left £41,673 net. She left personal legacies totalling £5,000 and half the residue to Moorfields Eye Hospital, London, and a quarter each to the Imperial Cancer Research Fund and the RNLI.

Other estates include (net, before duty paid; duty not disclosed): Brown, Mr William Edwin, of Ingelton, £153,268; Cobb, Sir John Francis Scott, of Harrogate, a High Court judge, £115,528; Dawes, Miss Evelyn Emma, of Wokingham, £130,044; Gosling, Mr Arthur Frederick, of Oxford, company director £100,071; Green, Mr James Hugh, of Harrow, £135,792; Harrow, Mr Peter John, of Malta (estate in the United Kingdom), £107,906; Harrison, Mr Esme Robert, of Leicester, £265,008; Mortimer, Mr Philip Douglas, of Hook Norton, Oxfordshire, £115,883; Rees, Miss Albinia Ivy, of Kensington, £117,341.

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WEST EUROPE

Opposition welcomes Spanish electoral law with reservations

From William Chislett
Madrid, March 16

Opposition leaders reacted favourably today to the Government's electoral law, which paves the way for the first general election in Spain for more than 40 years.

The Opposition's main worry still centres on the undecided issue of whether the National Movement, which was the only legal political organization under General Franco, will be "neutralized". No specific mention was made of this in the Government's statement.

It was one of the main issues raised in the talks between the Opposition's negotiating committee of 10 and Señor Suárez, the Prime Minister. The Government is believed to be studying this issue with a possible view to abolishing the post of Minister of the Movement to go with the ministry for the state-run trade unions.

A spokesman for the Spanish Workers' Socialist Party said that although the electoral law might be democratic this did not necessarily mean that the election itself would be democratic. "If the powers that be keep control of the Movement and use or manipulate its means of communication (the Movement owns a number of newspapers and radio stations) then the election will not be democratic."

The party withdrew from the negotiating committee recently after disagreeing with the Government over the issue. Its position has since hardened and it has threatened to boycott the election if it is not scrupulously democratic.

Señor Simón Sánchez Montero, the deputy leader of the Spanish Communist Party, said that the three weeks provided for the electoral campaign were "totally unsatisfactory". He also pointed out that those parties awaiting legalization—including the Communists—would have little time to organize themselves properly for the

election even if granted legal status.

There was also general criticism of the voting age being 21 and not 18 as demanded by the opposition and of the provision for some of the expenses of candidates to be paid by the Government after and not before the election.

The Supreme Court, which has to decide on the thorny problem of legalizing the Communist Party by the end of this month, is reported to have accepted the evidence presented by party lawyers and decided not to call the politicians who were willing to speak on behalf of the party. A group of politicians, including Señor José María Arellano, the former Foreign Minister, had agreed to give evidence about the party. Ministers and holders of other high offices in the civil service, the state-run trade union organization, town halls and the armed forces who were willing to speak on behalf of the party, said today that they would resign eight days after the calling of the election, but it is not clear whether this includes the Prime Minister.

The Madrid evening newspaper, *Informaciones*, quoting reliable sources, said today that Señor Suárez could present himself for his home province of Avila without resigning. However observers think this unlikely as it would jeopardize the Government's position. The newspaper also said that the Government would not antagonize the Opposition.

Señor Suárez has not made it clear whether he will stand for election and has kept on the sidelines of political activity.

Clashes between the police and demonstrators continued in La Laguna, in Tenerife, last night, for the second day. Cars and buses were again on fire and buildings attacked.

In Pamplona, in the north, there were street fights between about a thousand demonstrators and the riot police. Barricades were put up in the old district.

American leaves Nato post after 11 months

From Our Own Correspondent
Brussels, March 16

Mr Robert Strauss-Hupé, the United States representative at the Nato post for the past 11 months, today announced his departure from Brussels at the end of the month. His successor is yet to be named.

He told a farewell press conference that he felt the alliance was "a little stronger" than when he arrived, but not yet "strong enough". If the build-up of Soviet arms continued at its present pace, the gap between East and West might become impossible to bridge in four or five years.

Nato had done its job well. But outside the Nato area, forces were at work which "gravely threatened" the balance of power.

Rome University reopens after student troubles

Rome, March 16

Rome University was reopened today after the watchful eyes of the police but there were no incidents. It was closed 10 days ago because of student violence.

The seriousness of the situation is shown by the convening of a special meeting of the Communist Party's Central Committee to analyse the problems of Italy's youth.

Menton lawsuit

Amsterdam, March 16.—The wealthy Dutch collector, Mr Pieter Menten, under investigation for alleged war crimes in Nazi-occupied Poland, is taking legal action to stop publication of a book about him.

200,000 join Bologna protest rally

Bologna, March 16.—An estimated 200,000 demonstrators held a rally in the centre of Bologna today to protest against the violent clashes here last week between students and the police, which left one medical student dead.

In estimating the size of the crowd, the organizers said that they had never before seen such a demonstration.

It was sponsored by the Communists, Christian Democrats, Socialists, Social Democrats and Republicans and by trade unions and municipal and regional authorities.

The Piazza Maggiore, between the Communist headquarters and the cathedral, was crowded for several hours before the rally began.

In the forefront were thousands of workers in overalls who had converged on the square from factories throughout the region, taking advantage of a two-hour work stoppage.

Placards appeared reading: "Isolate and condemn provocations", "Violence does not pay" and "No to Fascism". The Communist Party, which received 48.52 per cent of the

votes in the region in the general election last June, compared with 28.43 for the Christian Democrats, has mobilized its troops "to take the city back in hand after the violence which it condemns", according to the local newspaper *Il Resto del Carlino*.

Signor Renato Zangheri, the Communist mayor, said they wanted to show that "democratic forces still have a large majority in the region".

Communist Party officials said they feared that violence would lead to a "slide to the right" throughout Italy. The party produced 300,000 leaflets calling for a "united struggle for democracy".

A few hours before the rally, between 5,000 and 6,000 young supporters of the extreme left-wing Students' Movement gathered just off the Piazza Maggiore to express their disagreement with "the attitude of traditional political forces towards student unrest".

The unions and parties which organized the mass rally appealed for "worker-student unity".—*Agence France-Presse*.

Famous Sardinian bandit caught after jail break

From Peter Nichols
Rome, March 16

The erstwhile flower of Sardinian banditry, Graziano Mesina, known as "Graziano", was arrested today in the northern town of Caldonazzo, near Trento, wearing a blond wig and spectacles.

Signor Mesina escaped from Lecce prison on August 20 with another 11 prisoners. The police found in the flat where he was hiding seven hand grenades, seven pistols, an automatic

weapon and a shotgun. Two other men were arrested with him.

The police had for some time thought that Signor Mesina, who had been serving a life sentence, was somewhere in the north. The lead was provided yesterday after raids on two flats in Milan where the police found banknotes belonging to the ransom paid for a kidnapped victim still not released, and note books containing telephone numbers and addresses including that of the Caldonazzo flat.

Goldsmith entry into French publishing

From Paul Martin
Paris, March 16

Sir James Goldsmith has purchased 45 per cent of the shares of French weekly *L'Express* through a subsidiary of his Paris-based holding company, Générale Occidentale, it was announced today.

The deal, which has been in the pipeline since a letter of intent was signed and unions were notified just over a month ago, is understood to amount to some £3.5m.

A brief statement announcing the agreement reached by the two parties today said that full details would be made public in the forthcoming edition of *L'Express*. The statement added that the prime objective of the two parties was the publication in the near future of a financial daily newspaper.

It has been known for some time that Générale Occidentale's purchase of the minority holding in *L'Express* was part of wider operation. Under this M Jean-Jacques Servan-Schreiber, the chief proprietor of *L'Express*, would sell a further 20 per cent of the shares—probably to the Canadian *La Presse* group of Montreal.

Sir James has both French and British nationality and this has facilitated the sale. Under postwar press laws foreigners cannot hold a controlling interest in a French newspaper. Should the second part of the deal concerning *L'Express* go through, as it is expected to, then Sir James will be anxious to have a majority holding.

Financial Editor, page 27

Bugged scientist is cleared

Bonn, March 16.—Dr Klaus Traube, the West German nuclear scientist whose home was bugged by security men was today publicly cleared of having conspired with international terrorists.

Dr Traube, who lost his job with a nuclear firm as a result of government suspicions, had threatened to sue Dr Werner Maihofer, the Minister of the Interior, for defamation unless he received a full apology and restitution.

Dr Maihofer, who had authorized the bugging operation, told the Bundestag today: "There are no longer any grounds for suspicion against Dr Traube." He added that the Government was ready to remove any disadvantages that the scientist had suffered as a result of the bugging action.

The Christian Democratic Opposition had accused the Minister of infringing the constitution and said that breaking into a man's house was warranted only in the case of serious and urgent common danger or danger to life.

Reuter.



Señor José Recuncho, one of the exhausted Boeing 727 pilots, after the two-day hijacking ended at Zurich airport.

Two-day hijack ended by police trick

From Our Own Correspondent
Geneva, March 16

The two-day hijack saga of the Iberia Airlines Boeing 727 ended in Zurich this morning when police disguised as air crew overpowered Signor Luciano Porcari, the 37-year-old Italian hijacker.

Although one of the policemen was shot in the thigh—his condition tonight was described as not serious—the 16 remaining passengers were unhurt, and flew later in the day back to Majorca. This was their original destination, and only a short flight from Barcelona where they embarked on Monday morning.

Since then the aircraft had touched down in Algiers, Abidjan (Ivory Coast), Seville, Tunis, three times in Zurich, and last night in Warsaw. The hijacker said he wanted to go to Moscow as he was a communist and would surrender to the Russians.

Signor Porcari's expressed aim was to be reunited with his two young daughters. He collected his three-year-old daughter by an Ivory Coast mother and Abidjan on Monday night, but on Tuesday his estranged Ethiopian-born wife refused to hand over their five-year-old girl in exchange for the hijacked passengers.

Before flying out of Zurich today the passengers, tired but in good spirits, said they were keeping them at gunpoint Signor Porcari had behaved not too badly.

In an attempt to make amends for the extreme inconvenience

they were suffering, he had even distributed among them most of the £40,000 ransom put aboard in Abidjan.

Signor Porcari's immediate fate will be detention in Switzerland as he has violated Swiss law. Legal proceedings, including psychiatric examination, will have priority over any question of extradition.

The hijacker's reason for bringing the aircraft back to Zurich, after it had appeared last night that he was bound for Moscow, was apparently his desire to make a renewed attempt at collecting his older daughter from Tunis.

The flight back from Warsaw meant the third touch-down at Zurich to refuse and to take on two more pilots to replace the exhausted crew who had been in the cockpit for two days.

Two Zurich policemen disguised as airline pilots approached the Boeing and the hijacker, gun in hand, searched them for weapons at the top of the retractable rear gangway.

In a brief but violent struggle, they grabbed him, but he fired one shot, hitting one of the men. Other police ran up and Signor Porcari was quickly overpowered.

Police said afterwards that they had assessed the element of risk in this action as less than that involved if the Boeing had been allowed to take off from Zurich for the third time, with the hijacker in a extremely edgy state because of fatigue.

Amnesty file on political prisoners in Chile

From Our Own Correspondent
Paris, March 16

More than 5,000 of an estimated 100,000 political prisoners taken by the Chilean junta since it seized power in September, 1973, have been executed, Amnesty International alleged today.

In a special document on political prisoners in Chile, Amnesty said the Chilean Government of maintaining secret detention camps and of continued violation of human rights.

The document has been released simultaneously in Paris and New York. Its principal aim is to draw attention to the fate of prisoners under "secret" detention, and particularly to the case of 218 of them who have vanished, according to Amnesty. The organization has produced a list of detainees, with accounts of their arrests and their whereabouts until their disappearance.

At the Communist central committee meeting yesterday, Signor Giorgio Amendola, a leading member of the executive, said that a sociological analysis was not sufficient to explain the current discontents. They were being used for political ends. These discontents were moreover stimulated by the gap between the movement of the left and the student movement.

Signor Amendola added that extremism was the enemy of republican democracy and had to be fought in the sphere of ideas. The traits it had in common with fascism should be unmasked and denounced.

Recalling its earlier report compiled a year after the military takeover in Chile, Amnesty says in the preamble to the document: "Since that time the violation of human rights denounced then have not stopped: arbitrary imprisonment, executions, systematic use of torture and the disappearance of detainees are a dark period in Chilean history."

It pointed out that the Chilean Government had taken a number of steps in the past two years to improve its image such as legislation on arrest and detention procedures, giving detainees the option of exile and releasing of prisoners.

"However, these measures have not resulted in the cessation of the serious violations of human rights that we have uncovered", Amnesty said.

Dog sniffs out drugs

Rome, March 16.—A dog trained to sniff out drugs today uncovered 543lb of hashish worth 12.5m schillings (£400,000) hidden in a Turkish lorry crossing the Yugoslav-Austrian border, Austrian police said.

The Pope recovers

Rome, March 16.—The Pope at his general audience today left an impression of having shaken off the influenza which caused him to cancel his regular audience a week ago. He spoke for about three-quarters of an hour in a firm voice.

Plain sailing for Marseilles mayor

From Our Own Correspondent
Marseilles, March 16

M Gaston Defferre, Mayor of Marseilles for the past 24 years, and certain to be triumphantly returned for another six-year term in the second ballot of the municipal elections on Sunday, is an accomplished yachtsman. He is accustomed to navigating in troubled waters, whether those of the Mediterranean or the sea of politics.

But it takes some doing to apply this same agreement in the second largest city in France.

In newspaper advertisements last week, he asked: "Do you want a municipality led by the Communists or the led by Gaston Defferre? The Communists try to spread confusion by giving themselves a false label. There are no lists of union in Marseilles."

But the Communists have knuckled under. They announced today that they would withdraw their lists in the seven districts—out of a total of eight—in which M Defferre's came out on top in the first ballot. Once again, although they have a 30 per cent of the popular vote in the city, and four members of Parliament to the Socialists' three, they will remain a rump in the town council. With princely magnanimity, M Defferre has agreed to share the administration of the city with them.

As he explained to me in his deep rasping voice, it is all a question of political efficacy. "I have no reason to give presents to the right," he said. For 24 years he has administered Marseilles with a third force type coalition, and the support of Communists and Republican Independents against the Communists and Gaullists. Last year he broke with them over the city's budget, but he has not switched to the Communists. "It would not be fair to the voters to switch from an alliance with the Communists to one with the Communists," he said.

He has agreed to join lists with them for last Sunday's ballot, he argued, he would frighten away many middle-of-the-road voters, who endorse his impressive record as mayor, but would never back him in a parliamentary contest.

Yet he triumphantly demonstrated last Sunday that he could do without either the Communists or the Gaullists and Independents. More than one in three of the city's inhabi-

itants voted for him. And, true to his word, he has succeeded in keeping the right out of the new council, in which 56 Socialists will sit with seven Communists.

Normal political rules do not apply in Marseilles. M Defferre had no serious challenger this time, any more than on the four previous occasions. M Marcel Pujol, the sole member of Parliament of the city belonging to the government majority, embarked on a suicide mission, though he did hope to come out on top in a couple of districts, thanks to his hopespun and popular image, which contrasts so sharply with the rather austere, Protestant, patrician figure cut by the mayor.

M Defferre hardly belongs to this ebullient, emotional, violent, explosive Mediterranean city, the home of Paganini, Fernand and Raimu, but also of Carbone, the Guérins, and other prominent figures of the underworld, of which the atmosphere clings to the narrow, dingy streets close to the harbour.

"It is nonsense to call these elections the first round of parliamentary elections," he exclaimed. "That is a Parisian argument. Here people judge you on your record and mine is such that even the Communists, and the right, who formerly supported me, try to cash in on it."

OVERSEAS

Prague police film crowd of 1,000 at funeral of Jan Patočka and more Charter 77 signatories held

Prague, March 16.—About a thousand people filled a small

Prague cemetery today to mourn the death of Professor Jan Patočka, a leading campaigner for the Charter 77 human rights movement. The police were out in force too and filmed the ceremony on video recorders.

Several prominent associations, including Mr Jiri Hajek, a former Foreign Minister, did not attend. Police stopped Mr Milan Roubal, a former Communist Party official, from reaching the cemetery. He was taken away in a police car but was freed during the afternoon. His wife and daughter were allowed to attend the funeral.

Professor Patočka suffered a cerebral haemorrhage last Friday at the age of 69, nine days after being arrested by the police who picked him up after he met Mr Max van der Stoep, the Dutch Foreign Minister, to explain the objectives of Charter 77.

At today's ceremony, mourners paid their respects in a small chapel and waited outside in the cemetery for the burial. The noise of motor-cycles practising on a speedway track near by and a police helicopter dropping overhead almost blotted out the blessing of the parish priest.

The police tried to move in when a man went forward as if to make a speech. But they were blocked by the crowd, and the man just said a few words of farewell and walked away.

The congregation then walked to the church where the police seized a 16-year-old youth, who had been filming the proceedings, and also detained his sister. Police told their mother should would be told where they were later.

The Prague-based correspondent of the West German television service ARD was not allowed to bring his camera crew to today's funeral. Other western correspondents were shadowed by police cars on their way to the cemetery.

M Jean-Claude Cordonnier, a French Socialist Party repre-

sentative, laid three bunches of flowers without inscriptions on the grave. He said they were from the Socialist Party, the Socialist Union of French Philosophers and the Paris-based International Charter 77 Solidarity Committee.

Last night police broke up a seminar of psychologists and psychiatrists discussing the philosophical works of Professor Patočka, informed sources said. Several people had been arrested because they were not carrying identity cards. The sources said the police burst in just as the seminar was in progress and announced a discussion of Professor Patočka's works.

A former theatre director, Mr Frantisek Pavlicek, who signed Charter 77 and was arrested in mid-January, has been released but several other Charter signatories have been detained, according to informed sources. They include Vera Jirousova, an art historian whose home was searched last week—*Reuter*.

Sakharov plea to Mr Carter for activist

Moscow, March 16.—Academician Andrei Sakharov, the Nobel prize laureate, today appealed to President Carter and other world leaders to urge the release of Mr Anatoly Shcharansky, the Jewish activist, who was seized by police here last night.

Dr Sakharov, whose appeal was echoed by other leading Russian dissidents, told Western correspondents at a press conference that any hesitation by Mr Carter "may have tragic effects".

President Carter should stand firm in his commitment to human rights and not be swayed by Moscow's criticism that it constituted interference in the internal affairs of the Soviet Union, he said.

But he declined to say what concrete measures he would like Mr Carter to make on behalf of Mr Shcharansky, who is the third leading member of an unofficial group monitoring Soviet implementation of the Helsinki accord, to be arrested in six weeks.

After the arrest of Mr Alexander Ginzburg, the United States officially expressed concern and said it was closely following the case of Dr Yuri Orlov, the jailed leader of the group.

Dr Sakharov said it was up to Mr Carter how he responded to the detention of Mr Shcharansky, but he indicated that he would welcome a statement of concern on behalf of the Jewish activist.

Mr Shcharansky, a computer programmer, was recently accused in the Government newspaper *Izvestia* of working for American intelligence.

The former nuclear physicist, whom many dissidents regard as their intellectual leader, said he welcomed the release on Monday of Dr Mikhail Shern, a Jewish doctor, who was jailed in 1974 for eight years on bribery charges.

But Dr Sakharov added, the freeing of Dr Shern was intended as a smokescreen to hide Mr Shcharansky's detention from world attention. "The authorities are trying to show Carter their strength and their ability to do as they want", he said.—*Reuter*.

Vengeance demanded for Jumblatt killing

From Robert Fisk
Cairo, March 16

Nowhere did the killing of Mr Kamal Jumblatt, the aristocratic Lebanese leftist leader, receive louder or more public notice than in the Palestinian National Council in meeting.

The Palestinian leaders today cursed his murderers, lamented his death in tears and, on two occasions, shrieked for revenge in front of wailing journalists.

Mr Yasser Arafat, leader of the Palestine Liberation Organization (PLO), who with Mr Jumblatt directed the Muslim armies in the Lebanese war, stood in the hallway of the Beirut headquarters surrounded by newspapermen and quoted the Prophet Muhammad: "Today our eyes have to be filled with tears and our hearts filled with grief."

But although the Palestinians would be the last to admit it, Mr Jumblatt was probably already lost any usefulness to them since the Palestinian and Lebanese leftists were defeated in the civil war.

The Christian armies loathed him for his alliance with the Palestinians and many people in Lebanon with Mr Jumblatt's death in tears when he addressed the meeting. "Let's all go to Lebanon and find the murderers", he cried. "Then we shall deal with him."

The Palestinian leadership, however, with the exception of Mr Mohsen, unanimous in their expressions of grief and horror at Mr Jumblatt's death, in tears when he addressed the meeting. "Let's all go to Lebanon and find the murderers", he cried. "Then we shall deal with him."

Members of the council were crying openly as their leaders in turn rose to praise Mr Jumblatt and to denounce his killers. Mr Ribhi Awad, the Cairo representative of the Fatah guerrilla movement, was the first to address the meeting. "Let's all go to Lebanon and find the murderers", he cried. "Then we shall deal with him."

Mr Jumblatt, a member of the secretive Druse Muslim sect and the son of one of Lebanon's oldest families, ruled his mountain kingdom during the Lebanese war with his own army of socialist and semi-Marxist armed guerrillas. His predilection for philosophy and regular visits to an Indian guru did nothing to soften the image of an aloof, withdrawn man of an aloof, withdrawn man of aloof with political events.

His death will have little immediate effect on the state of Lebanese politics. Ironically it was one of the Palestinian leaders in Cairo attending the Palestine National Council who illustrated the kind of contempt that was held for Mr Jumblatt among pro-Syrian and Christian politicians.

Zohair Mohsen, the leader of the pro-Syrian Saika guerrillas, whose men fought several battles with Mr Jumblatt's armies, greeted the news of his death with partial indifference. He referred to the leftist leader as "a hero" but he did not expect any widespread reaction in Lebanon. Then he suggested provocatively that the killing had been the result of "some tribal friction".

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OVERSEAS

Congress convoked to resolve Smith party rift over segregation

From Michael Knipe

Salisbury, March 16

The national executive of the Rhodesian Front decided today to convene a special national congress to resolve the differences over the party's principles regarding racial segregation.

The party has been experiencing its most serious rift since last month's rebellion by 20 MPs against the Government's legislation to amend the Land Use Act which would open up white-only farmland or purchase by blacks.

Since the parliamentary vote, the rebels have appeared to gain considerable backing from their Rhodesian Front constituency councils.

However, the national executive's decision appears to be in keeping with the wishes of Mr Smith, the Prime Minister. He is believed to be confident that he will be able to rally the congress to his cause and defeat the right-wing dissidents. The executive consists of the 50 Rhodesian Front MPs, 50 constituency chairmen and eight national officials.

A statement issued after the three-day executive meeting said the congress was being convened "to clarify the congress's interpretations of the differences of opinion that seem to exist on matters of party principle".

Mr Smith has introduced his race reform legislation as a means of paving the way for a constitutional settlement but he has dismissed the reform as a betrayal of the party's principles.

The congress is expected to take place in a month's time and meanwhile the two sides are called an uneasy truce.

agreed that no further public

statements should be made on

the matter by Rhodesian Front

members.

An English-born sergeant in the Rhodesian Army has died in action against the African nationalist guerrillas, a military communiqué disclosed today.

He was named as Sergeant Clive Mason, aged 33, single, from Derbyshire.

The communiqué claimed that one of six guerrillas killed in the past four days was directly involved in the murder of seven white Roman Catholic missionaries at Muzembi last month.

Meanwhile, formal proceedings began today to strip the Roman Catholic Bishop of Umtali, Mr Donald Lamont, of his Rhodesian citizenship in order to deport him.

The proceedings come in the wake of the bishop's conviction for failing to report the presence of guerrillas in his diocese. He was sentenced, after appeal, to one year's imprisonment which has been suspended pending a decision on his citizenship.

At today's public hearing before a high court judge, Mr Charles Waddington, the acting Attorney-General, said the bishop's trial had shown he was a threat to national security. In a four-line statement, in reply, the bishop said he had been appointed by Rome to administer the spiritual care of the people in his diocese and should remain until the Holy See decided to remove him.

The result of the hearing will be announced but the bishop said he expects to be deported and will be prepared to leave immediately.

Tories put Salisbury voting plan to US

From Fred Emery

Washington, March 16

A new Conservative proposal for a referendum to allow Rhodesians to decide how and when they wish to move towards majority rule has been put to the Carter Administration by Mr John Davies, the Shadow Foreign Secretary.

Discussing his talks in Washington, Mr Davies told reporters that he had asked Mr Cyrus Vance, the Secretary of State, and Mr Andrew Young, the American permanent representative at the United Nations, whether they were prepared to cooperate with Britain in such a referendum, should the Conservatives return to power.

He said the Americans had listened to his proposal in non-committal silence, whilst otherwise emphasizing that they were prepared to act "alongside" the British in southern African policy.

Mr Davies's proposal is, he admits, deliberately unspecific and it remains for a future joint Anglo-American commission, or even Commonwealth participation, to get agreement on the terms of the referendum and who votes in it. He would not explain, for instance, whether he believed that all adult Rhodesians should vote, but he insisted that the electorate would have to be wider than "Mr Ian Smith's lists".

The shadow Foreign Secretary believes that he will find himself in office tomorrow he could tackle the Rhodesian crisis and succeed.

His approach is that no one can know who the present array of black Rhodesian public figures actually represents. So he proposes to ask Rhodesians in what he calls "a referendum to the people" how they wish an interim arrangement to proceed.

The questions to be put in a referendum need not be of the "either/or" variety, but could be a list of options.

Mr Davies thought that arrangements for such a referendum, assuming Mr Ian Smith agreed to it, should possibly be supervised by an authoritative presence of Britain and the United States. He added that "commercial forces" could also participate in military, administrative and police arrangements while the referendum was being held, and after it.

Mr Davies travelled to New York today to meet Mr Ivor Richard, British representative at the United Nations and chairman of the abandoned Geneva conference on Rhodesia, and Dr Kissinger, the former Secretary of State.

He said that in his defence policy discussions he had found the American Administration's "equable appraisal" of the Soviet military threat not very different from his own. However, he had found Mr Carter's Government apparently far less worried than he had his party were about Soviet intervention in Africa.



Veiled not for poll secrecy but through custom, Indian women queue to vote in a village near Delhi.

West Bengal 'rigging' as Indians flock to polls

From Richard Wigg

Delhi, March 16

Long lines of men and women waiting patiently to stamp their ballot papers either with the cow symbol of the Congress Party or the ploughman of the opposition Janata Party were conspicuous features of the first day's polling in India's general election.

A record turnout was reported in several places in the hardest fought election since independence with the Prime Minister's own future at stake. More than 60 per cent voted in the big city constituencies of Bombay, Calcutta and Delhi—the figure in Bombay might even be as high as 85 per cent.

Estimating the turnout as high as 70 per cent, Mr L. K. Advani, general secretary of the Janata Party, claimed this evening that the opposition was heading for victory. The support they had received had surpassed expectations, he said. But Mrs Furukhan Mukherjee, one of the Congress Party national secretaries, tonight asserted that she expected Congress to hold 200 of the 300 seats contested today.

There were also claims of voter impersonation, of would-be voters turning up only to find their names not on the register, and in some areas, of intimidation of poorer voters especially among the scheduled castes (formerly "untouchables").

Mrs Gandhi was seeking above all a favourable verdict on the 19-month-long emergency which she declared in June, 1975, while for the first time in 30 years a block of opposition parties was mounting a united challenge against her Congress Party.

With polling taking place in 352 of the 542 constituencies for a new Parliament and state assemblies over the next few days, the final results will not be known before Tuesday night.

Events will then move swiftly, for within 48 hours the parliamentary parties must elect their leaders in time for a government to be presented to the new Lok Sabha on March 25.

In the keenly-fought East Delhi constituency, Jagan Nath Jaiswal, a 50 per cent turnout by lunchtime, as were their Congress rivals.

Mr H. K. Bhagat, the Minister of State for Housing and Public Works, was being challenged by a follower of Mr Jagjivan Ram's Congress Party, Mr Kishore Lal, a textile workers' trade union leader and former Delhi street vendor.

Last time Mr Bhagat had a 74,000 majority and the interest was to see how this would withstand the two tough measures put through during the emergency, slum clearance in old Delhi and sterilization of males. At the Jhansipuri colony, Congress workers insisted that

those resented were happy with the new homes they had built themselves on allocated plots.

Straams of men in shirts and women in saris, often carrying babies, went either to the Congress or Janata stands. They voted in brightly coloured tents, which contrasted with the uniform brown of their little houses, each with its own courtyard.

A presiding officer, usually a government official, sat at a trestle table. After the voter's number was checked, he or she disappeared behind a cardboard screen to stamp the symbol. The voters were labourers, motorized rickshaw drivers or shop hands.

Posters in other parts of Delhi were divided between those for Mrs Gandhi and Mr Ram, but the most striking was one frequently to be seen simply telling the 315 million electorate: "Vote without fear, your vote is secret".

The chief election commissioner has advised voters not to disclose their intentions to anyone and I found it very difficult to elicit individual responses apart from the elderly Sikh who strode proudly up to me to declare: "The people must speak today after living without conscience for 19 months".

Mrs Gandhi, who had voted by post, continued her campaigning in those Bihar constituencies not polling today.

Mr George Fernandes, the detained Socialist leader, today gave up the hunger strike he started last Friday to protest over the authorities' refusal to let him go on to address his Bihar constituents.

Our Calcutta Correspondent writes: Half an hour before polling ended today, West Bengal's chief electoral officer sent a message to the chief election commissioner in Delhi recommending a fresh poll in three constituencies in the state because of "massive rigging".

This was official confirmation of what the public knew from direct experience. Many booths in these constituencies and some elsewhere were taken over by Congress Party activists. The operation consisted of taking possession of a booth, preventing voters from entering and forcing electoral officers to accept ballot papers marked in favour of a particular candidate.

The three constituencies are Dum Dum, Barrackpore and Diamond Harbour. The Marxist Communist candidate from Diamond Harbour was assaulted and the revolver of his personal guard snatched away.

Many voters complained that they had been prevented from going near polling booths. According to one story, an old voter who tried to assert his right of franchise was beaten to death. But West Bengal's ruling Congress Party leader said secret military tribunals in the past.

Rhodesian tobacco farmers inspect land in Argentina

From Andrew Tarnowski

Buenos Aires, March 16

The visit to Argentina of a group of 35 Rhodesian tobacco farmers appears to confirm recent press reports that a considerable number of Rhodesians are now actively considering immigration to this country.

The Rhodesians have been touring three of Argentina's northern sub-tropical provinces accompanied by government officials from Buenos Aires. According to informed sources, they are acting as representatives of some 3,000 to 4,000 members of farming co-operatives in Rhodesia.

Since Argentina has no diplomatic relations with Rhodesia, and since the Rhodesian Government is unlikely to look favourably on a venture which would lose its valuable human and financial resources, the visit has been shrouded in secrecy by Argentine authorities. The Rhodesians have been touring the possibilities of growing black tobacco in the sub-tropical province of Corrientes and Virginia tobacco in a north-western province of La Pampa, the sources said. They also visited the province

of El Chaco on the Paraguayan border.

They have been accompanied by Professor Marcenaro Bontell, Director of Human Resources at the Argentine Interior Ministry.

The sources said it was expected that the Rhodesians would be offered virgin state lands for purchase. Such purchases would be made individually and as each of them would be unlikely to exceed a value of £250,000, they would not have to be publicized in the official registry of foreign investments under Argentine law.

This is another indication that the entire operation is to be carried out as quietly as possible.

Indeed, the sources said they expected no sudden rush of immigrants from Rhodesia to Argentina, rather a slow and unobtrusive trickle. This procedure was apparently necessitated both by the conditions in Rhodesia and by the diplomatic niceties arising from the lack of formal relations between Buenos Aires and Salisbury.

Mr Carter accused of meddling in Korea

From Peter Hazelhurst

Seoul, March 16

South Korea's relations with the United States, its main ally, took another turn for the worse today. A Seoul Government spokesman attacked President Carter's policy on human rights and accused him of interfering in internal affairs of a foreign nation.

Mr Yu Tai Wan, the spokesman, said that a report by the American State Department on infringements of human rights throughout the world was "based on prejudice" and "based on lies". He said South Korea was

suppressing political and human rights by "arbitrary detentions and lengthy interrogations without counsel" under emergency decrees.

The report comes at a time when President Park Chung Hee has launched a diplomatic campaign to dissuade President Carter from withdrawing American ground forces from Korea before the end of the decade.

Mr Yu categorically rejected the allegations that political prisoners had been tried by a prejudicial judiciary. However, members of the Opposition pointed out today that a number of political prisoners had been tried and sentenced to

death by semi-secret military tribunals in the past.

Later today South Korean journalists scoffed at the official assertion that the press was free. One senior journalist said: "They do not need press censorship. There is a member of the Korean Central Intelligence Agency in each newspaper office".

The South Korean Government has displayed an outward show of confidence since President Carter's Administration announced its intention to withdraw American troops from the peninsula, but there can be little doubt that it has been unnerved by developments in Washington.

Mounties keep the peace as seal pup hunt begins

From Our Correspondent

Ottawa, March 16

A protester was injured and nearly 100 policemen were called upon to maintain order as the annual seal hunt got under way yesterday off Newfoundland.

Although there was no violence, the atmosphere was electric as animal lovers and conservationists gathered to protest and hundreds of Newfoundland villagers demonstrated against the protesters.

About 100 members of the Royal Canadian Mounted Police dispersed 250 angry villagers who had surrounded six helicopters brought into St Anthony, on Newfoundland's north coast, by the International Fund for Animal Welfare. Sixty of the Mounties belong to a special tactical force flown in to St Anthony on Monday night.

The police action enabled Mr Brian Davies, head of the fund and the chief organizer of a far-flung campaign to stop the hunt, to take off to observe harvesting operations on the ice floes several miles off coast.

Members of the Vancouver-based Compassion Foundation were also at the scene, harassing sealers by throwing their clubs and pelts into the water. The clubs are used to kill the white-coated harp seal pups, which are then immediately skinned.

One member, Mr Paul Watson, handcuffed himself to a wire being used to haul loads of pelts across the ice and aboard the sealing ship Martin Karlson.

Mr Watson was pulled across the ice with the pelts and then into the water, finally ending up on board the vessel.

Another foundation member said that Mr Watson apparently suffered a dislocated shoulder. Eleven ships—five Canadian and six Norwegian—are taking part in the harvest.

Mr Franz Weber, a wealthy Swiss who has associated himself with the protest campaign, was expected to arrive today with a reported 55 journalists from the international press. Brigitte Bardot, the French film actress, was also expected.

Third World report

Economic and social failures forcing Burma to end 30 years of isolation

By Derry Hogue

Burma, for the first time

since gaining independence in 1948, has admitted that its rigidly isolationist policies have failed its social and economic aspirations. The country is to look now to greater contact outside its borders.

For 30 years Burma has shunned outsiders, pursuing economic self-reliance to a chauvinistic extreme. However, a rapidly deteriorating economy, growing social unrest and increased activity by insurgents under a variety of political labels has brought an end to the dogma.

The change was first announced by General San Yu, general secretary of the ruling Burmese Socialist Programme Party (BSPP), in his report to

the third congress of the party in Rangoon at the end of last month.

General San Yu told the congress that for Burma fully to exploit its natural resources it would need a "great deal of capital investment which we cannot afford. We shall have to get technical assistance and equipment from abroad. We must, without jeopardizing the socialist economic system, work in joint ventures with other countries in enterprises which ensure mutual benefits".

Soon afterwards it was learnt that Burma had decided to seek a loan of about £23m from an international syndicate led by Chase Manhattan Bank to build 200 miles of oil pipeline and to buy oil drilling rigs.

The Burmese Government may see the loan as a trial operation. But, at the very least, it would appear to reverse

Seychelles leader gives pledge on Aldabra

By Pearce Wright

Science Editor

The fate of the Aldabra Bush Warbler, one of the world's rarest birds, and threats to a remaining colony of giant tortoises and other unique populations of animal and plant species on the Indian Ocean atoll of Aldabra are being discussed in a two-day meeting which began yesterday at the Royal Society in London.

The talks foreshadow discussions beginning tomorrow on the future management of the atoll in view of the Seychelles Government decision to make it a tourist attraction.

Some scientists see that as a greater threat to Aldabra's wildlife than the plans several years ago to make it an Anglo-American military staging post. Those plans were withdrawn after scientists protested.

Tomorrow's discussions will be attended by President Mancham of Seychelles, to which Aldabra, formerly part of the British Indian Ocean Territory, was returned last year. Sir Peter Scott, World Wildlife Fund, Dr Duncan Poore, International Union for the Conservation of Nature, representatives of the Smithsonian Institution, Fellows of the Society, Government representatives and other groups.

Professor D. C. Phillips, Biological Secretary of the Society, spoke yesterday of the desirability of keeping Aldabra under strict conservation control. But he recognized that the island is now part of the new Republic of the Seychelles and that the research programme initiated 10 years ago by the Royal Society was nearly finished.

It was appropriate for the society to withdraw from direct control of the research station on the island in favour of an arrangement involving more closely the Seychelles Government and international agencies. Mr Mancham told the society that tourist access to the island would be strictly controlled. He described the conservation regulations introduced by his Government in the Seychelles as a whole, particularly for the protection of the green turtle and said similar policies would be adopted to protect the ecology of Aldabra.

Apart from being the only remaining home of giant land tortoises other than the Galapagos Islands and the only breeding place in the Indian Ocean of flightless rails and frigate birds, Aldabra has the supreme interest for ecologists that most of it is still effectively undisturbed.

Etrosian concedes chess game to exiled colleague

Luzerne, March 16.—

Korchnoi, the self-

proclaimed grandmaster,

today beat Tigran Petrosian,

Soviet former world chess

champion, in their fifth game

of the quarter-finals of the

14 championship.

His gave Korchnoi a 3-2 lead

in the previous error-strewn game

Mecking missed a win by allow-

ing a draw by repetition of

moves.

In Reykjavik, the eighth

game between Boris Spassky,

the Soviet former world cham-

pion, and Vlastimil Hort, of

Czechoslovakia, ended in a

draw after 25 moves, giving

Spassky a 4-3½ lead.

seventh game in their quarter-

final with Larsen in a favour-

able position. Fortisch is lead-

ing 4-2.

In Luzerne, Lev Polugaevsky,

of the Soviet Union, maintained

his one-point lead over Hen-

rique Mecking, of Brazil, by

drawing their seventh game.

In drawing the error-strewn game

Mecking missed a win by allow-

ing a draw by repetition of

moves.

In Reykjavik, the eighth

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pion, and Vlastimil Hort, of

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draw after 25 moves, giving

Spassky a 4-3½ lead.

Prince Charles sends his mystery bird

Our Correspondent

Nairobi, March 16

Prince of Wales left today for Kinshasa, on to Ghana and the Ivory Coast, on the last leg of his tour.

Before leaving, Prince Charles joked with British journalists who have been covering his tour. He handed a reporter a pigeon, which had blonde human hair glued to its head, saying: "I've heard this mysterious blonde is you are then—a raven bird".

The Prince was referring to speculation that an unidentified woman had been in his camp in Kenya.

Bomb alert on the Queen's Australia tour

Melbourne, March 16.—

The police went on full alert today after receiving bomb threats against the Queen when she arrived here on the tenth day of her silver jubilee tour of Australia.

Police reinforcements were sent to Flemington racecourse where the Queen and the Duke of Edinburgh attended a meeting. The police twice searched the royal box but found nothing.

They later reported that two flour bombs had been thrown towards the Queen's entourage near the Royal Melbourne Institute of Technology on the way to Flemington. The flour bombs landed long way from the royal car.—Reuters.

Satellites against the locust

The ancient Biblical scourge of the locust continues to menace tropical lands. Late last year, it caused a major world scare. But, very soon now, surveillance space-craft should finally put the lid on the insect's wiles. Because the creature breeds its vast swarms all too often in remote areas concealed from ground monitoring teams, controlling it completely with insecticides has, to date, proved impossible. In this week's issue of *New Scientist* Tony Loftis describes the exciting new promise of land satellites whose infrared eyes spy out potential breeding grounds in the farthest corners of the desert.

This week, too, on top of its lively regular sections, *New Scientist* offers you:

A pointed discussion of the disadvantages of reliable earthquake prediction.

News of major conferences on the world water situation and genetic engineering.

The tale of how scientists broke the superfluid speed limit.

And, to celebrate the alleged quarter millennium of his death, a hint that Protestant prejudices may have caused us to get Newton's dates wrong!

newscientist

Every Thursday 30p



green pound had been of enormous benefit to the consumer but it was not entirely to the harm of the farmer. Not every section of agriculture was affected. Horticulture was not affected, and sheep

legitimate needs of the producer with the necessity to provide food for the people of the world. I am sure that I hope that this balance, along a path of our way of life, beginning to be understood in Europe.

There was rather more than symbolism in the fact that for the first time this week a President of the Agricultural Council of Ministers had been a deputized representative from COPA, the European association of producers, but also from the European Consumers' Association.

Their aims must be to see that their producers received a living, and a good living, and to safeguard the interests of the consumer by the maximum restraint upon prices.

In doing so, they must press for a significant improvement in the

ings of the CAP, particularly in relation to structural surpluses.

An amendment to his motion in the name of Mr. Douglas, Mr. Jay and others asked the Government to press for easier access into the Community for British potatoes produced foodstuffs from outside the EEC. They had begun this work in 1979, and had been successful for the importation of beef that would be available from April.

Mr. Douglas, Mr. Jay, Mr. Gwynne, the Parliamentary Secretary, was pressing for a continuation of further importation of potatoes with a view to the Government's policy in the housewife. The Government were prepared to accept an amendment to that effect.

He did not underestimate the task that lay ahead. It would be necessary for the Government to work immediately to be achieved. The Government were on the right lines in their approach and in this regard he gave the overwhelming support of the people of Britain.

1986

thorpe, Lab) said the National Federation of Women's Institutes represented producers as well as consumers interests. They were made up largely of farmers' wives but had associated themselves with a document which stated that the

kind of food price rises which have suffered were not to be tolerated and that they knew of their husbands' difficulties.

Mr. Marcus Kimball (Cotes) said the Government would have an opportunity on March 29 to do something for the agricultural industry in the Budget. Present price levels represented a severe cutback in the Government's policy and chances for re-equipment.

Miss Joan Maynard (Sheffield, Brightside, Lab) said patterns of consumption were changing because of artificially high prices for eggs and meat, and that important protein foods were being bought and it was not good for the health of the British people that they should be eating less of them.

Mr. Andrew Welsh (South Angus, Scot. Nat.) said that the United Kingdom's farming industry was efficient enough to face and overcome any competition. He was allowed to compete on a fair and equal basis.

Mr. William Hamilton (Central Fife, Lab.) said that there would be a year of consumer aggression if a large number of farmers were to leave the CAP. The long-term advantages of being in a big Community far outweighed any temporary short-term disadvantages, but there was a gut feeling that the Government was not being taken for a ride, especially over food prices.

He did not want to dilute the claim of the CAP, but alternatively proposed a much more realistic proposal around the £100 million figure, which would eventually produce a WFF

100

water meters

£9.50 to service and read said meters. I cannot believe that such an imposition is justified.

Mr Arthur Jones (Davenport, Ct.)

Trial	Control	MCI	AD
1	95	85	75
2	95	85	75
3	95	80	70
4	95	78	68
5	95	75	65

- 10

Telephones

report expected soon

The Post Office has given regional directors discretion to reduce the number of telecommunication offices temporarily where there was space, capacity and sound reasons for doing so. Inland charges controller J N Wainwright said.

We are trying (he said) to see how far this power can be reasonably extended.

Cuts in installation charges had already been placed in the under-told, in Wales, East Anglia, and some areas around the Scottish border.

He added that Mr Michael Foster, who was inquiring into the Post Office's telecommunication services, would publish a report in two to three months. The government were seriously considering publishing the report.

Lord Winterbottom was somewhat doubtful that the report would spark a debate initiated by Lord Ferrers (C), who asked for a review of the Post Office's installation and staffing charges.

House adjourned, 9.3 pm.

Threat of unrest

Mr Robert Adley (Christchurch and Lymlington, C) unsuccessfully asked leave to move the adjournment of the House for the urgent consideration of the threat of the unrest resulting from rapidly deteriorating relations between the

Police and the Government.

1. *Chlorophyll *a** and *Chlorophyll *b** were determined by the method of Arar and Collins (1971) using a Shimadzu 1601 UV-Visible Spectrophotometer.

SPORT

Football

Greeks celebrate as Webb misses 16th and final penalty

From Norman de Mesquita

Athens, March 16

AEK Athens 3 QPR 0

Queen's Park Rangers are out of the UEFA Cup and it was a shrewd move by the manager of AEK Athens, Frank Rost, that made the vital difference between victory and defeat. With three minutes of extra time remaining, he took off his goalkeeper, Stamatidis, and replaced him with the more experienced Christides. By then penalty kicks were inevitable and the substitution eventually saw the Athenians into the second round.

Of the first five penalties, each side scored four times and it then became a "sudden death" first. First Stamatidis, who kept the London side in the competition, when the AEK captain, Papadimitriou, made it 7-5 on aggregate. Stamatidis fell upon the shoulders of David Webb to keep the tie alive with the sixteenth penalty. He shot to Christides's right, but the goalkeeper was across to a flash to palm the shot away and fireworks rent the air.

The jubilant AEK players were seen celebrating by the thousands of fans while Rangers walked dejectedly to their dressing room, no doubt thinking of what might have been. If Kelli's 25-yard shot had been a foot lower, if Mason's 30-yard shot had not been brilliantly saved by Stamatidis, but these were isolated chances on a night when Rangers were forced back for long periods by the constant and varied attacks that AEK mounted.

Indeed, if they had taken all their first half chances, extra time, let alone penalties, would not have been necessary. They scored the early goal they needed and it was a heavy Theodoreides cross from the right and a dummy by Pavlos on the edge of the penalty area wrong-footed the Rangers' defence.

The ball came to Papadimitriou, who then shot to the right, foot again to Pavlos who right footed

effort gave Parkes no chance. The Greeks applied pressure and should have scored at least twice more. Nikolaides headed over from close in, Wagner missed two chances, Hollins cleared off the line and Pavlos hit the post.

Rangers must have been relieved to go to the dressing room at half-time only one goal behind on aggregate. Things looked even better when they had their best period of the game for the first 15 minutes of the second half and set up a series of studied moves which had a AEK defensive backpedalling. But all the pressure failed to bring a goal and, as so often happens, a score came at the other end.

Once again it was a fine goal. He set out on a run from inside his own half but seemed to have lost change. Although there was a lucky rebound off Shanks, there was nothing lucky about his shot, which brought the Greeks to within one goal on aggregate. With nine minutes to go, the scores were level through Papadimitriou, who chances, Hollins cleared off the line and he headed in.

Extra time proved to be a barren half hour with both teams reluctant to take chances. So it came to penalties and the final disappointment for Rangers. They have achieved much in their first European season and will surely be there again in future seasons. But on a rainy evening, they found a Greek side which showed tremendous determination and which fully deserved to progress to the semi-finals.

Finally, reference must be made to the spirit in which the game was played. All the unfavourable publicity that had been the fate in the last few days did not affect the players and the game was a credit to both sides.

By Norman Fox

Football Correspondent

Liverpool 3 St Etienne 1

Last season's European Cup

finalists, St Etienne, last night

suffered the fate of Liverpool

at Anfield. They finished un-

derstandably dismayed at the almost

flawless way Liverpool dismissed

them 3-2 on aggregate from this

season's competition at the

quarter-final round stage after

they had recovered from Keegan's

early goal.

For all but the last 20 minutes

they had the incredible an-

swering power and seemed to have

overcome Liverpool's intense de-

termination. They had begun

with the 1-0 advantage brought

forward from the first leg in

France and as soon as they

equalised Keegan's first-minute

goal they held the advantage

with no away goal under their

belts. But it was not enough and

Liverpool, having heard of

Jewell's Town's defeat, can now

look forward to the amazing

stability of the treble, the Euro-

pean Cup, the FA Cup and the

championship.

They enjoyed an extraordinary

and generous start last night and

a dramatic finish when Fairclough

scored their third goal with six

minutes remaining. At the other

end of the game, Keegan can-

celled the goal that they con-

ceded in France and he opened

the curtain on a thrilling game.

Keegan's goal must have surprised

himself. After a short corner, he

floated the ball into the swirling

wind, doubtless intending it to

be a centre, but the ball drifted

rather and further towards the

goal. St Etienne's goalkeeper,

Djurkovic, was confused and

moved out. The ball was too

high for him and dropped over

his head under the crossbar.

The ecstasy of the moment for

the packed crowd was understand-

able enough, but now St Etienne

had to abandon ideas of defend-

ing and within seconds they

changed their scene and fright-

ened Liverpool's defenders into

nervous, hasty action. The ab-

sence of Thompson was soon felt

and Clemence had to keep the

defence intact when he drove to



Liverpool's first goal... Jurkovic makes a spectacular but unsuccessful attempt to stop Keegan's shot.

Liverpool's fervour carries them closer to an amazing treble

By Norman Fox

Football Correspondent

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sence of Thompson was soon felt

and Clemence had to keep the

defence intact when he drove to

the goal.

agitated after 30 minutes when

Bathurst took possession deep in

his own half. He ran on and

from 30 yards completely confused

Clemence with a powerful, curling

shot.

All of Liverpool's pressure was

meaningless against such com-

posure, yet just when it seemed

the de was slipping away, the

ball and the additional

Calaghan, that splendid cam-

paigned, swept in from the wing

and centred to Toshack who con-

trolled the ball with his chest and

brushed off a tackle before turn-

ing the ball to Kennedy who

pumped it past Jurkovic.

Still St Etienne would have won

the game if the score had re-

mained the same because of the

chance of further progress. Fair-

clough was brought on in place of

Toshack with 18 minutes left and

it looked to be a desperate

measure. St Etienne held on

thus far and time was with them.

Even Anfield had rarely raised

much sound when with only six

minutes left, Kennedy, magnifi-

cantly strong in both matches,

crossed the halfway line and sent

Fairclough on as the erratic St

Etienne goalkeeper moved out.

Fairclough answered past the de-

fence and sent his shot firmly

into the net to give Liverpool their

most dramatic victory in

all their years in European com-

petition. They have only once

before, in 1965, reached the semi-

final round of the European Cup.

Liverpool: R. Clemence; P. Neal;

J. Hughes; K. Keegan; J. Cal-

aghan; J. Kennedy; J. Toshack;

J. Fairclough; J. D. Jones; J. G.

Janvion; J. P. Fargue; J. Mar-

shall; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

Robson; J. R. Williams; J. L. W.

progress up the League table with

five wins in succession. It was a

truly devastating final 20 minutes

of the game. There had been no hint or pointer

of them throughout the first half

and indeed until Robson's first

goal. The disbeliever's

which Ipswich trailed from the

pitch at the end was mirrored on

every face as if they had been

collectively struck by an avalanche

of huge proportions which Albion

had somehow conjured from the

murk of the night.

It was sweet vengeance indeed

for Albion following their 7-0

thrashing at Ipswich earlier in the

season, though it must be said

that the disbeliever's

depleted with four key players

absent from the team.

The sharpest of openings had

given promise of fruitful things

to come but in the intervening

minutes the game fell into unduly

ways with Ipswich if anything the

more receptive and skilful,

though Cunniff clearly intent

on impressing, survived some

vigorous tackles on his darting

runs through the middle. Both

goalkeepers took what honours

there were at that stage with two

brave saves from Godden and

Shewell the later going off for five

minutes after being injured at the

feet of Cross and Cunningham.

But finally the order that had

begun to emerge in Albion's game

disappeared. The second half pro-

duced an electrifying move between

Cross, Cunningham, Robson and

Johnston. Johnston's centre found

Robson, who drove the ball in

from 20 yards. As the ground

still shimmered, Robson took a

short corner to Giles and took

the return to put it over, and it

swirled in to being injured at the

eighty-third minute. Cunningham's

impressive first home

appearance was completed when

he scored the second goal from

three yards and the final hammer

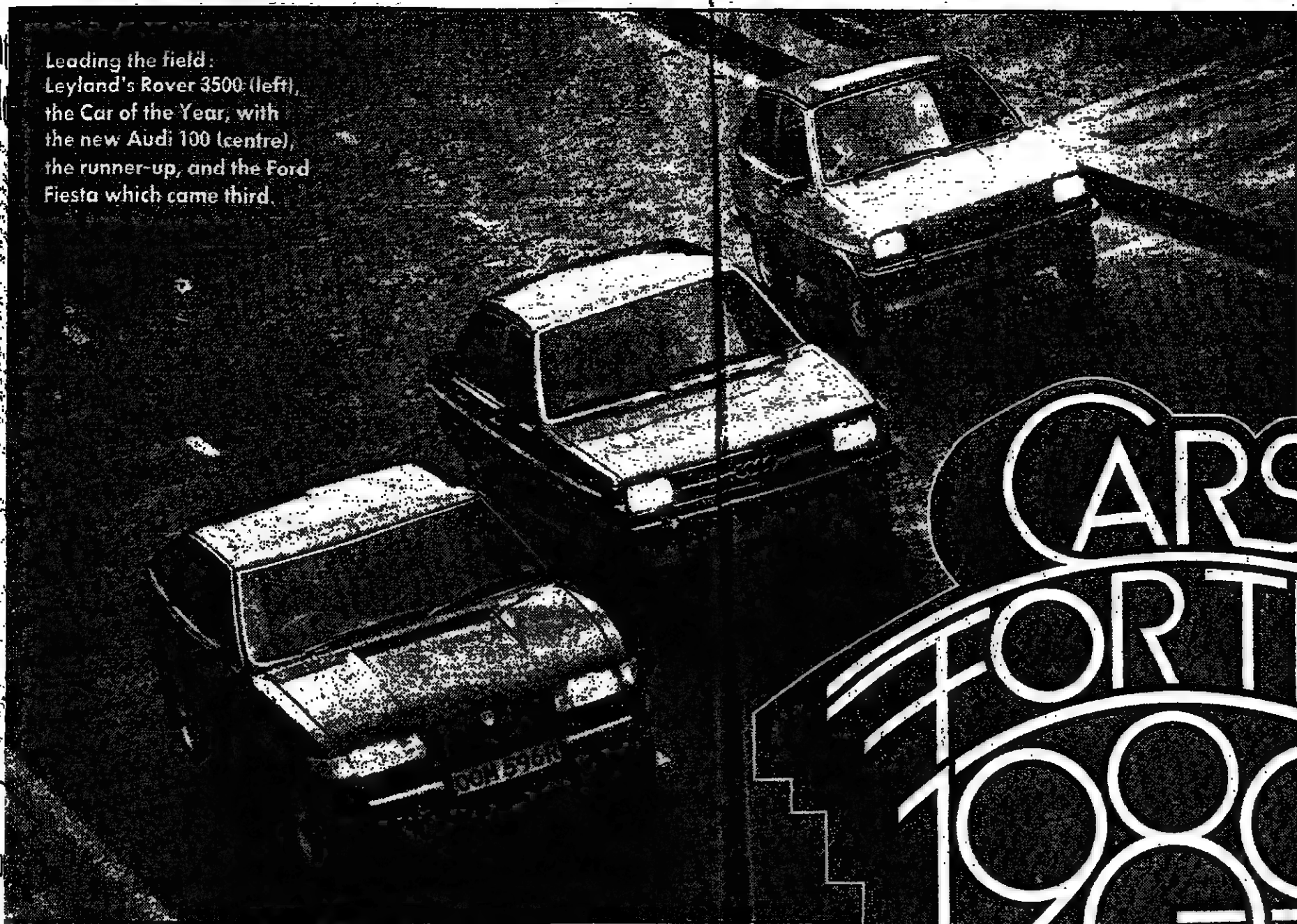
blow came a minute from the

end when a centre from Mulligan

was headed in by Robson.

WEST BROMWICH ALBION: T. God

Leading the field:
Leyland's Rover 3500 (left),
the Car of the Year, with
the new Audi 100 (centre),
the runner-up, and the Ford
Fiesta which came third.



Photograph, Philip Sayer; styling David Quay

CARS FOR THE 1980s

Critical calculations that depend largely on guesses

by Peter Waymark
Motoring Correspondent

The birth of a new car, from the first rough sketches to its appearance in the dealer's showroom, takes at least four years and once the basic design is agreed there can be little going back. It follows, that today's engineers and designers are committing themselves well into the 1980s.

Indeed, as any new model launched now will have to

last well into the 1980s, they are already showing their hand. If, as is likely, model changes tend to cost less reasons to become less frequent, there is all the more pressure on designers to get things right the first time. There will be fewer opportunities for those mark two versions which are simply an excuse to correct the errors of the mark one.

In looking 10, even five, years ahead manufacturers are, to a large extent, guessing. Another oil crisis could transform the situation and how many foresaw the last one? All the same, car companies must make basic

assumptions about the future size of the market and the demand for different types of models and hope that their hunches come off.

For instance, has just launched its first mini, the Fiesta, on the rather large assumption that such cars will be taking a third of European sales by 1980.

At the same time, Rover, Audi and other producers of so-called executive cars, are banking on a considerable expansion in demand at the other end of the market.

It is difficult to see how both forecasts can be right, unless the trends were to grow at the expense of the middle. But the middle is the medium-sized family car as exemplified by the Ford Corina, and in Britain, at least, the Corina is the best-selling model.

Costs and profits come in as well. The rule of thumb in the motor industry is: the bigger the car, the bigger the profit. Conversely, mini cars have traditionally meant small profits, or no profits. But bigger cars have smaller sales, so the advantages of making, say, a healthy profit on a Jaguar output of 30,000 units a year have to be weighed

against the likelihood of a very small margin on half a million Minis.

The cost of production, unfortunately, does not fall proportionately with the size of the vehicle, mainly because the same number of men are needed to build the car whether it is 10ft long or 13ft. But the customer expects to pay less for the smaller car; equally, he will pay a lot more at the top of the scale. No one really believes that it costs Rolls-Royce £40,000 to make the Camargue, but given an output of only a couple of cars a week there will be more

than enough people willing to pay that price.

Each manufacturer must decide how wide a model range he can offer. Leyland is often criticized for having too many models: Vauxhall's problem, until the introduction of the Chevette and Cavalier, was not having enough. On the whole, the 1980s will probably see fewer models, with the volume manufacturers settling for four basic ranges—a "mini", a small car, a medium car and a large car. Companies will be looking for cheaper ways to make vehicles, whether by the greater use of automation

This Special Report marks the opening today of the forty-seventh Geneva Motor Show which runs until March 27

was once rumoured, the Americans were to insist on the fitting of roll-over bars, it could mean the end of the open sports car.

Fuel consumption will still be an issue in the 1980s and beyond. In Britain, manufacturers will shortly be required to publish independent figures in their sales literature as part of the Government's campaign to make the public energy conscious. The United States Government has insisted on a 40 per cent improvement in consumption between 1974 and 1980.

The car designer can tackle consumption by making the engine more efficient, sacrificing performance or reducing the weight of the vehicle. American cars will have to get smaller and lighter if they are to meet the official target, while in Europe it may be performance that will suffer. In any case, speed limits are making high top speeds increasingly irrelevant.

The search for alternative engines and power sources will intensify, though no one in the industry envisages a credible substitute for the internal combustion petrol engine for many years and certainly not in the 1980s. The diesel engine improves consumption but only pays off on a very high mileage. It also tends to make the car slow and noisy. The electric car is emission laws, usually at the cost of performance. If, as prospect once lighter and

more powerful batteries are developed.

With all these considerations in mind, the designer can finally get to work. As always, he will be involved in a continuous compromise between the desirable and the practical. Car design, like politics, is the art of the possible. In every vehicle a balance must be struck, between passenger space and overall length, handling and ride, performance and fuel consumption.

A car could easily be produced that would almost guarantee its occupants immunity from the most serious collision, but it would be impossibly heavy and expensive. Equally, a vehicle could be devised that would give 100 miles to the gallon and it would be so slow and flimsy that no one would buy it.

One design feature that has swept the field in recent years, from the smallest car to the Rover, is the tailgate and folding rear seat, to make the best use of luggage space. This, in turn, has affected the shape of the vehicle with the three boxes, housing engine, passengers and luggage, giving way to the more streamlined wedge. And not only for the sake of appearance: the wedge shape can lower wind resistance and help handling, performance and fuel consumption.

The argument about conventional and advance

continued on page 16



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Imports threaten domestic share of improving market

by Clifford Webb

The international motor industry has one of the most advanced forecasting machines to be found anywhere. With the enormous capital investments now required both for introducing new models and laying down extra production capacity it cannot afford to make chance decisions. Even so the fuel crisis of 1974 introduced so many unknown factors that for a time forecasting was reduced to crystal-gazing.

Today the industry is emerging from this frightening joust with the unknown on to more reliable ground. Many questions remain to be answered, however, about such things as the rate of world recovery from inflation, oil price trends for the future, and restrictions on personal transport.

In Britain the forecaster's job is further complicated by the threat to a Phase Three wages policy, and the capability of union leaders to cope with the growing militancy of car workers.

Using the best available information from all the British-based car makers the Central Policy Review Staff—the Government's "think tank"—produced its 1975 report on *The Future of the British Car Industry*.

Noting that new car registrations in 1974 fell by 24 per cent to 1,270,000, it suggested that 1975 would see a further fall to about 1,150,000. In the event the report's forecast was wrong and 1975 showed a total of 1,260,000.

This improvement continued last year with a 7.6 per cent increase to 1,380,000, but still not enough even to ensure the economic use of capacity laid down five years earlier.

That brings us to the present, but what of the future? How soon can manufacturers expect to return to the 1,700,000 peak of 1972-73 and move on?

The CPRS hedged its bets by reporting the pessimists' view and the optimists' view. The pessimists forecast that 1972-73 levels would not be reached before 1985 with 1,400,000 registrations in 1980.

There are few supporters for quite such a dismal outlook today. Most car firms are expecting the United Kingdom market to achieve that 1980 forecast next year—possibly even this year. The slow but steady climb back of the past two years has also encouraged them to stand by the optimists in the industry who told the CPRS

that sales would reach 1,700,000 in 1979 and rise to 2,100,000 by 1985.

The big problem which a government has to face is how much of this forecasted improvement will be taken up by the importers? And of even more significance to our balance of payments situation, can something be done to reverse the growing trend among the big three American-owned firms—Ford, Vauxhall and Chrysler—to import cars and components from their continental factories?

While the Japanese threat is real enough—they take between 7 per cent and 8 per cent of the market—it should be appreciated that by voluntary restraint they have not increased their share for the past two years.

On the other hand, largely through the importation of Vauxhall Cavaliers from Belgium, Chrysler Alpines and Simcas from France, Ford Granadas and Ghias from Germany, cars from the EEC accounted for about 32 per cent of the British market in January compared with 20.7 per cent a year ago.

Chrysler, which was rescued by the British taxpayer last year, is already assembling many of its French Alpines at Coventry and is committed to the introduction of a substantial proportion of British-made parts by mid-summer. But it will still continue to bring in Simca 1000s/1100s from France and the 180/2 litre from Spain.

There is also the prospect of the state-controlled British Leyland group importing Alpines from its Belgian plant in the next year or so, as Allegro production is switched from Longbridge to Seneffe to clear the way for the new Mini.

Ford's massive 5400m investment to produce its first super mini, the Fiesta, in Valencia, Saragossa and Dagenham is a major new factor. At a time when there is already 20 per cent surplus capacity in Britain and the Continent, Ford is adding the capability to produce 500,000 Fiestas a year. To put that into perspective the entire British share of the United Kingdom market last year accounted for only 785,000 cars; of these 324,000 were Fords.

This gave Ford a 25.25 per cent penetration compared with Leyland's 27.4 per cent. The writing is clearly on the wall. Without Fiesta Ford has already recently taken over market leadership on a number of occasions. With Fiestas now arriving in increasing numbers even the most diehard Leyland supporters agree that their

days as market leader are numbered.

True, the arrival of the much talked of new Leyland super Mini may change that but it will not be before 1979 at the earliest, or more likely 1980.

Some Leyland executives insist that the picture is not as black as many suggest. They point to the overlapping price structure of the Fiesta and the Escort, the inference being that Fiesta may make inroads at the expense of the already established Escort. Only time will tell if they are right—and Ford has not made many mistakes in the past.

In spite of their dismal performance in recent years as Vauxhall (General Motors) has not had to resort to the British taxpayer for assistance and frankly such a move would be unthinkable by the world's largest and most successful motor manufacturer. By retaining its independence it is not subject to the same government pressures as Chrysler to produce more of its British cars and components in Britain.

Nevertheless Vauxhall must operate within the confines of a hard-pressed British economy. While it may be acceptable for Vauxhall to import 29,762 Belgian-made Cavaliers to overcome a short-term crisis, no one has any doubts that Mr. Price, the managing director, is already well aware of government anxiety about the long-term financial implications.

The introduction of the Cavalier and the British-made Chevette have transformed Vauxhall's standing in the market. But its increasing dependence on the designs of its much more successful German sister, Opel, clearly points the way for a complete rationalization along the lines of Ford Europe.

Labour ministers make no secret of their concern that more and more decisions affecting the livelihood of employees in the British motor industry are being taken in Detroit; that faceless men on the other side of the Atlantic can juggle the pieces to take advantage of the best Europe has to offer without regard for its effect on any one country.

On the other hand, viewed from a commercial standpoint, who can blame them? If Leyland car workers will not respond to £1,200m worth of support from their own Government, how much less can be expected from British employees of American-owned firms?

The author is Midlands Industrial Correspondent, The Times.

Safe, sporty and here to stay

by John Blunsden

Five years ago the sports car seemed to be doomed to oblivion, the victim of increasingly repressive government legislation in its most important market—the United States—which, one might be forgiven for believing, was framed specifically to banish the fun car at all costs.

Happily, much good sense has been interwoven with the crises of the past half a decade, and while motorizing generally is more restricted because of almost universal speed limits, excessive rises in the cost of fuel and continually inflating purchase and maintenance costs, at least the sports car has earned its reprieve. Its concept may have broadened (in any case, was the open-topped two-seater with the curaway doors ever the only true sports car?) but in its various modern guises it is here to stay indefinitely.

The industry has persuaded the legislators that while it is acceptable to build cars with impact-resistant exteriors and crushable outer zones in order to provide a high level of cockpit protection, it is simply not practicable to transform the car into an armoured tank with a cotton-wool centre. It has used its technical knowledge and skill in design to create a wide variety of sports cars which meet the latest safety standards and those envisaged for the future.

New ideas in next generation

To an extent, the threat of unobtainable safety standards has given extra impetus to ingenuity in design, and we may well find that the next generation of sports cars incorporates not only new features but also new concepts, a refreshing development after a fairly long period of near stagnation in design.

Meanwhile, there is abundant evidence that the industry is paying renewed attention to the potential of the sports car market as a valuable source of profit. To an extent, this market is being stimulated by the continuing rises in car prices: when one is obliged to spend so much to buy any new car, one at least seeks one which has more than a purely utilitarian attraction.

The industry's market researchers are well aware of a growing public reaction

against conformity and uniformity, and in such an environment the unique body styles of the sports or sporting cars have a high level of appeal.

Nor should blanket speed limits be seen as the ruin of the market for the true high-performance car. At times, man is an illogical beast, so that when he is told he can drive no faster than 50 mph on normal highways he says: "I might just as well buy a car capable of 150 mph as one which will only do 100—at least it will be that much more exciting up to 50."

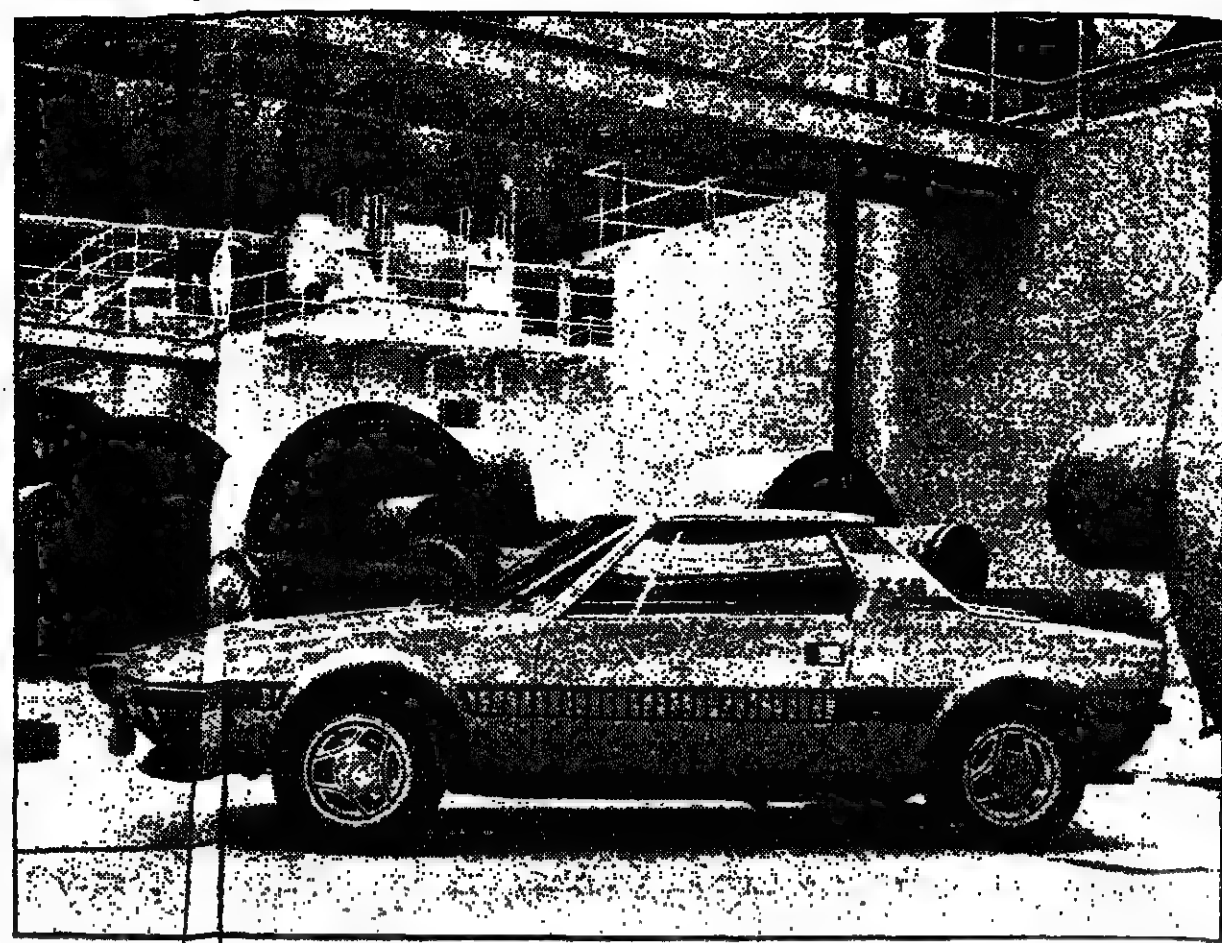
Significantly, perhaps, the latest car from Aston Martin, the V8 Vantage, is capable of a speed of 170 mph, will reach 60 mph in 5.3sec and 100 mph in 12.7sec; the standard Aston Martin V8 is capable of a mere 150 mph.

Lotus decided several years ago to move out of its traditional sports car market and into the area of luxury high-performance cars with a choice of four-seater, two-plus-two and mid-engined two-seater models. Most orders from a recent successful sales drive in the United States have been for the two-seater Esprit, while the latest derivative to be announced by Lotus, the Sprint version of the two-plus-two Ecstacy, is a direct outcome of a request for more aggressive performance from American customers.

If one is searching for an act of faith in the future of the specialist high-performance car one could do worse than look towards Modena, in Italy. There Alessandro De Tommaso, who already produces cars carrying his own name, has rescued the ailing Maserati company in the same town. He plans to manufacture and market two distinct ranges under the companies' respective badges and—though he may not admit this—in direct competition with each other.

Luxury and refinement are two areas in which substantial progress is being made in the upper echelons of sports car manufacture, supreme examples being Jaguar's XJS and the 450SL and 450SLC from Mercedes-Benz. The introduction during the past year of the first Ferrari with automatic transmission is further evidence of the blurring of the demarcation line between the sports car and the luxury grand tourer.

At a more modest level, Fiat's mid-engined X19 two-seater, though launched in 1974, is a newcomer to the United Kingdom's market, where the lack of benevolence by insurance companies towards sports cars and their owners tends



The mid-engined X19 two-seater from Fiat, though launched in 1974, is a newcomer to the United Kingdom. The first year's entire allocation was taken up by dealers within days of the announcement of its availability.

to inhibit sales. Nevertheless, the entire first year's allocation of cars was taken up by dealers within days of its availability.

At nearly five times the cost, BMW's luxury sporting coupe, the 633i, may seem something of an extravagance, yet the United Kingdom is the second best export market for this model, after the United States.

That the modern sports car must take many forms to meet many tastes is underlined by Porsche's decision to add a third model

range to augment its venerable 911 and more recent 924.

It was Porsche which gave us the Targa top, a design feature that has been grasped eagerly by others as a means of meeting regulations governing structural rigidity. Further variations on this theme can be expected.

For those whose desire for a sports car must be tempered by a need to meet practicalities, notably those of carrying capacity, the Ford Capri has been an outstanding success. It has led to the development of a series of models which the Triumph

adopt similar concepts, while further to blur the definition of a sports car, is not the eminently practical Escort, in its RS form, one of the most successful of modern sports cars? Ask Roger Clark.

But for many, the sports car will for ever be an open two-seater, either in classic style, as with the Morgan, or in its logical derivation as conceived and marketed so successfully by MG, the company which introduced the sports car to the United States. Notwithstanding the success which the Triumph

TR7 and its future offspring may enjoy in the international marketplace, an indispensable part of British Leyland's future sports car strategy must be the maintenance and further exploitation of the MG name. Uniquely in an era of diminishing model identity, MG and Abingdon remain the heart of the sports car movement, enjoying a heritage built on the manufacture of more than a million two-seaters—cars built for enjoyment as much as for transport. Perhaps that, after all, is the true definition of the sports car.



The five-door Renault 14, to be launched next week, is compact enough for easy parking and light enough for good performance from a 1200 cc engine.

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What drives a man to the top? In many companies it's a Vauxhall.

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by Peter Waymark

The launch in Britain next week of the five-door Renault 14 will emphasise further the growing division in the light car market between the traditional saloon with its separate boot and the newer breed of tail-lifted hatchback models of which this Renault is the latest example.

In the mini class the hatchback is almost standard. The Peugeot 104 started without a rear door but acquired one in the autumn revision. This leaves the Leyland Mini as the odd one out, although the replacement due in 1979 is expected to have the third door. In a vehicle with an overall length of less than 12ft it makes sense to provide a tailgate with a rear seat that can be folded flat to make the best use of interior space.

The principle is being increasingly applied to the light car, roughly defined by a length of about 13ft and an 1100 to 1300cc engine range. The traditional small family saloon has comprised three "boxes", housing the engine, passengers and luggage. For those wanting extra luggage space there has usually been the option of an estate body.

The alternative body-shell, the hatchback, tries to combine the advantages of the saloon and estate. It can either be used as a four-seater saloon with a boot or as a two-seater with estate capacity. While it cannot provide the accommodation of the true estate it is usually a good compromise.

The Renault 14 can stand as typical of the light car hatchback. A length of just over 13ft means that the vehicle is compact enough to park easily and light enough

to produce good performance and fuel consumption from a 1200 cc engine. By mounting the engine sideways with front-wheel drive, Renault has guaranteed the maximum of interior space. Thus the R14 can claim to be a five-seater with almost as much room inside as the bigger Renault 16. It loads have to be carried, the back seat tips forward to give a generous luggage area of 45cu. ft.

The one the Renault 14 has to bear is another hatchback already a big seller in Europe, the Volkswagen Golf. Like the Renault it uses a transverse engine with front-wheel drive, a tailgate and folding rear seat. But the Golf differs from the R14 in three significant respects: it has two engine options, 1100 and 1300 cc, and the Renault has one; the VW Golf is available in a three-door as well as a five-door version; and it is a foot shorter.

The Golf has, in fact, become the replacement for the illustrious Beetle and there can be no more pointed comment on the changing face of the light car than a comparison between the two.

The Beetle has an air-cooled engine at the back, which means that it cannot offer a boot, let alone a tailgate. Indeed, considering the shortage of luggage and passenger space, it is perhaps surprising that the Beetle managed to sell so well for so long.

The Renault 14 and the Golf could have another challenger when Fiat unveils its successor to the 128, for word has it that the Italians, too, are planning a transverse-engined hatchback. There is already a three-door version of the 128, although it is a special sporting model of a car that is sold mainly as a saloon or estate vehicle.

Two other manufacturers have adopted the hatchback principle while retaining the

conventional front engine rear wheel drive layout, as well as hedging their bets by continuing to offer saloon and estate versions. The 1100, but not so far from the Renault 14, is the Chrysler 424, due out in the autumn, also differ from the R14 and Golf in having only three, instead of five, doors.

Versions produced world-wide

The Chevette was planned by Vauxhall's American parent company, General Motors, as part of a "world car" concept and versions of it have also been produced in Germany, Japan, Latin America, Africa and the United States. Its international character is underlined by German Opel brakes, steering, suspension and rear axle with Vauxhall Viva engine and gearbox. The Chevette hatchback has spawned a German version, the Opel Kadett City; while the Kadett saloons and estates have turned up in Britain under the Chevette badge.

The Chrysler 424 may be seen as a "topped and tailed" Avenger, sharing some of its mechanical layout although its appearance will be different. It will use engines for the Avenger and the now defunct Imp, for replacement. A point of interest on the 424 will be the amount of interior space it offers, in relation to overall length: one criticism of the Chevette—probably shared by the Avenger—is that it is less roomy in the back than other shorter cars.

In spite of the recent hatchback enthusiasm, the most popular light cars sold in Britain are the traditional saloons with the Ford Escort heading the league by a wide margin.

Leyland's Allegro is a front-wheel-drive model with advanced suspension, success to the Austin/Morris 1100, but not so far from the Renault 14. The Allegro did not appear in the fleet buyer to the extent that the Escort does, but sales may also have suffered through early teething troubles; the dumpy styling too, has been criticised. The Mark II version, launched in 1975, has improved handling and ride and more room in the back. The Allegro may yet have its day. Certainly Leyland hopes for it to move Allegro production to Belgium release space at Longbridge for the new Mini.

Hatchbacks though the most popular light cars from the driving point of view are the Citroën GS and Alfa Romeo Alfesud. Citroën has always been noted for its technical innovations and for cars seen to be years ahead of the time. Thus the GS, which appeared at the start of the 1970s, may be a car for the 1980s as well.

From its little flat-twin overhead camshaft air-cooled engine, to its independent hydropneumatic suspension and brakes, the GS is an engineer's delight. It is also a most comfortable car and a practical one for an astonishingly good price. But it does cost a lot to service and repair.

The Alfesud, too, has a flat-front engine driving the front wheels, and offers excellent interior and handling: where the Citroën rolls and wallows, in the typical French style, the Alfesud remains utterly firm and will forgive the worst driver. A sporting version, the Sprint, is eagerly awaited this year in the British market.

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AA based on 1976 Test Report 20.3.76.

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Four million cannot be wrong Telling one baby from another

It has become fashionable in recent years to write off the Mini as yet another example of a British invention which the British have failed to exploit. This view is not shared by the motoring public which continues to buy the car in large numbers. Nearly 18 years after its launch the Mini is still the third most popular model in Britain and the country's leading export car.

Contrary to predictions, the arrival of a new breed of continental super-Mini—the Fiat 127, Renault 5, Volkswagen Polo—has done little to dent the Mini's popularity and Mr Derek Whitaker, managing director of Leyland Cars, says they will continue to sell every one they make as long as they want to.

To some ears this is just bravado mixed with complacency. Critics of the Mini assert, with some truth, that it is a noisy car compared with more modern rivals, that its ride is too harsh, that it should have more interior space and that it needs a third door at the back.

These points will doubtless be attended to in the mark two Mini which is due out in 1979. But the design of the car is almost the least of Leyland's problems. More pressing are worries about how the Mini is going to make money and repay some of the vast public investment in Leyland over the next decade.

The achievement of Sir Alec Issigonis, who designed the Mini, was to create a four-seater car which took up only 10ft on the road. He cut bonnet length to the minimum by mounting the engine crosswise, used front-wheel drive to release maximum space in the passenger compartment and dispensed with a conventional boot. The car set new standards in roadholding, was absurdly easy to park and exceptionally economical. And it cost less than £500.

Nor has the concept been invalidated by the passage of time. If anything, growing traffic congestion and the emphasis on fuel saving since the Yom Kippur war makes the Mini a more topical car now than it was in the late 1950s. Its total sales are a record for a British car, reaching three million in 1972 and four million in 1976.

But while the Mini has not lacked popularity it has shown very little profit. The problem is that the cost of producing a car does not fall in proportion to its size. There may be some saving in materials but tooling is almost as expensive and, more important, it takes the same number of men to bolt it together. The public, naturally, cares little for these considerations and expects to pay less for a Mini than a car 2ft longer.

The Mini was probably underpriced from the start. Certainly men at Ford were astonished how cheap it was. But the British Motor Corporation was ruled by engineers and production people and not by accountants and the policy was to design and build the car first and worry about the financial side later. And it was so easy to sell cars in the late 1950s and early 1960s that for a time the lack of financial control did not matter.

But by the time Leyland took over BMC in 1968 competition was getting fiercer and the next few years saw a dramatic rise in the number of imported cars sold in Britain. Fiat, Renault, Peugeot and Volkswagen came up with rival small cars.

Lord Stokes tended to brush this competition aside, saying he was flattered that Fiat and Renault had at last seen the sense of the Mini concept. And while these continental super-Minis offered more space and a tailgate, they were a good bit dearer. Besides, the Mini had over the years acquired a distinctive character and buyers remained loyal. The car might have been showing its age but there was nothing else quite like it.

At the same time there were many people who could not understand why the Mini had gone so long without revision. The provision of a rear door, or tailgate, seemed an obvious step and a three-door version was produced by Leyland's Italian subsidiary, Innocenti, for sale on the Continent. But it never reached Britain.

Leyland management, in fact, had become divided on whether the Mini should continue at all once the present model had exhausted its potential. Mr John Barber, the former managing director, was one of those sceptical about the Mini's future. He saw no way, on Leyland's volume, of making money out of the car and argued that in any case the family motorist wanted something bigger.

The issue was decided by the Ryder committee in 1975. With Leyland sliding towards bankruptcy and about to be taken into public ownership, the Ryder committee urged that Leyland must stay in the small car market, partly for the overall good of the company and partly to help the balance of payments by keeping out imports. It further recommended that a replacement Mini should be brought out as quickly as possible.

Various ideas for a new Mini had been put forward over the years, not least by Issigonis himself, but nothing firm had emerged. After Ryder, renewed efforts were made. It is likely that the new car will be longer than the present one, though still smaller than the Polo or Ford Fiesta, and with a door at the back.

As for making money out of the car, Leyland is planning to concentrate production at Longbridge where a new factory is being built to give a capacity of 500,000 cars a year. The Allegro will be moved across the Channel to Belgium. Apart from economies of scale there must be higher productivity from the workforce. The success of the new Mini will be vital to Leyland's prosperity.

The launch of the BMC Mini in 1959 left the main rival company largely unimpressed. Ford looked at the Mini very closely but saw no prospect of making money from it and decided to put its weight behind a new medium car which eventually became the Cortina.

It was left to Rootes to offer the Mini its only serious competition when it introduced the Imp. But by the time it appeared the Mini was well established and whatever the virtues the Imp possessed, and there were many, they were offset by unreliability. Honda took up the Mini concept in Japan and brought out a similar looking car but otherwise the Issigonis design had the field very much to itself.

The real competition did not emerge until the early 1970s with the successive introduction of the Continent of the Fiat 127, Renault 5, Peugeot 104 and Volkswagen Polo. Each of these cars took up the Mini theme while modifying it in important ways.

To begin with, these circle by new production techniques and economies of scale. The Fiesta is a truly European car, made in three countries—Spain, Germany and Britain—and with a potential output of 500,000 units a year.

In designing the Fiesta, Ford looked hard at what was already in the field. Fiat 127s were bought by the dozen, stripped down to their nuts and bolts and every part examined and costed. Ford had no thought of making a car that would be different from the Fiat and the rest; but it had to be as good, if not better, and cheaper to produce.

Later the Volkswagen Polo became the Fiesta's yardstick. It must be a car for arguments with the passenger compartment and most designs—though not the Renault 5—turn the engine sideways as well. The tailgate and folding rear seat are a better way of accommodating loads than a conventional boot. Finally the shape of the car is determined by aerodynamic considerations, the ideal being a low bonnet and high back to

cut down wind resistance and so help performance and fuel consumption.

When all these things are done, the cars are bound to end up more or less alike. The variations have to be found in other areas, principally handling, ride and seat comfort. The French super-Minis, and particularly the Renault 5, have opted for a soft suspension with seats to match and the result is an outstanding ride, though with plenty of roll on corners. The Fiesta has tended to follow the "German" characteristics of the Polo, with firmer suspension, firmer ride and tauter handling.

The Peugeot 104 differs from the rest in offering not three doors but five—two each side and a tailgate. Any one who has tried to coax children or old people into the back of a small two-door car will welcome this feature and it could set a pattern. Otherwise the main development of the super-Mini may be more in its level of equipment than in fundamental engineering concepts.

Ford cannot claim to have made any design innovations

on the Fiesta except in one important area, that of servicing and repair. If the car is not going to be sold to be far lower than those on the next best model, the Polo. A routine service, like replacing shock absorbers or brake shoes, are said to be far easier on a Renault 5. And the Fiesta will also attract cheaper insurance premiums, the popular models qualifying for group one when the continental super-Minis are placed in groups three or four.

Thus the basic lines of the super-Mini have been set for at least the next 10 years. Such is the cost of launching a new car these days that a model life shorter than a decade can hardly be contemplated. The Fiesta cost £400m all told, including the new Spanish factory, and Ford will spend most of the 1980s trying to get it back.

Given that sort of length, from-wheel drive becomes essential to release the maximum amount of space in the passenger compartment and most designs—though not the Renault 5—turn the engine sideways as well. The tailgate and folding rear seat are a better way of accommodating loads than a conventional boot. Finally the shape of the car is determined by aerodynamic considerations, the ideal being a low bonnet and high back to

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Simplicity and change prove a formula for continuing success

The success of the Cortina, Britain's best-selling car from 1972 until it was just edged out by the Escort towards the end of last year, is a triumph of marketing and proof that a car does not have to be outstanding as a simple car that would not give trouble. Even the names Cortina and Marina share the same last three letters.

Before the Cortina, strangely enough, Ford had not been represented in the medium-car class. There had been a big car and a small one but nothing in between. And the Cortina arrived when it did only after Ford had seriously considered offering a riposte to the BMC Mini which had appeared in 1959. Ford de-

signed, correctly as it turned out, that an increasingly affluent motoring public would demand bigger, roomier cars; besides, it is an axiom of motor industry economics that big cars make more money than small ones.

In its present guise, the Cortina is a thoroughly acceptable, sensibly designed car; it may not be startlingly quick or economical or ride as well as some of its rivals but there is little that can be seriously criticised.

The troubles of BMC and later Leyland can be traced back in part to the failure to put up a plausible competitor to the Cortina in what has proved to be such an important part of the market. All BMC and Leyland could offer in the early 1960s were the aging Oxford and Cambridge, though shortly after the first Cortina appeared thoughts were directed towards a new middle range model that would fill the gap between the 1100 and 1300.

The car eventually appeared in 1969 as the Austin Maxi. It used the front-wheel drive layout and advanced suspension of the other Issigonis designs but was unusual for its time in offering a fifth door at the back and a folding rear seat. Unfortunately, a premature launch left the Maxi with too many serious defects and, although these were subsequently attended to, the car has never enjoyed the success that the concept deserved.

By the time the Maxi came out Leyland had decided that another model was needed in the medium sector if it was to compete effectively with Ford. The Marina was, if anything, even more conventional than the Cortina. It used existing engines and many of the parts came from the Morris Minor. It was seen by Issigonis disciples as a betrayal of the BMC advanced engineering tradition but it sold well and, unlike some Issigonis cars, notably the Mini, made money.

But not even the Marina and Maxi together have out-sold the Cortina in recent years and the Maxi is beginning to show its age. Clearly

launch 11 years ago, could not be stronger.

Each "new" Cortina has been an improvement on the one before, though Ford has never departed from its original idea of producing a simple, cheap-to-run vehicle. In its present guise, the Cortina is a thoroughly acceptable, sensibly designed car; it may not be startlingly quick or economical or ride as well as some of its rivals but there is little that can be seriously criticised.

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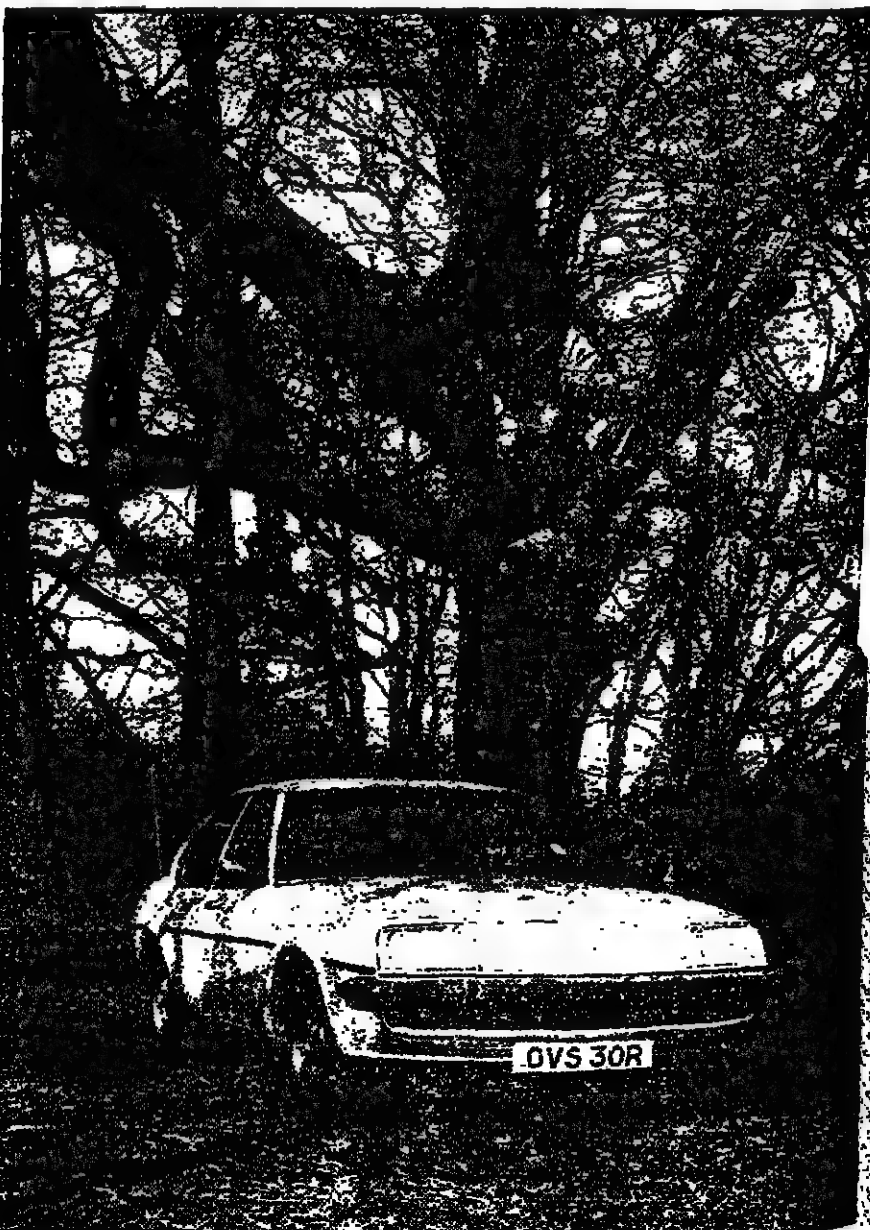
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مكازم النجیل

Executives find themselves well catered for

Within days of the introduction of the Rover 3500 came the first details from the Volkswagen group in Germany of its new prestige car, the Audi 100. The old Rover had lasted 13 years and in its 2200 version lives on yet. The new Audi had come after just eight years. The battle for the executive sector was hotting up.

Coincidentally the new Audi 100 was almost the same length and width as the Rover but there the similarity largely ended. The Rover was a five-door car, the Audi a conventional four-door saloon though a hatchback alternative is expected in the autumn. The Audi has front-wheel drive, the Rover engine drives the rear wheels.

The Rover was launched with the 3.5-litre V8 engine: smaller six cylinders will follow. The Audi started the other way round, with a 1.6 litre (from the Audi 80) and a new 2.0 litre developed from the 1.8-litre unit. The car's biggest engine will be a 2.3 litre with the unusual number of five cylinders.

The use of five rather than four or six cylinders is unique for a petrol-engined car in regular production (Mercedes has a five-cylinder diesel). Audi claims that its unit is lighter and more compact than a six cylinder, with gains for fuel consumption. At the same time it is said to be just as smooth and quiet as the rival "sixes" of Renault, Peugeot, Mercedes and BMW.

The Audi and the Rover enter an area that has been

increasingly competitive in the past two or three years. Almost every manufacturer of executive cars has brought out a new model during that time and two companies, Renault and Peugeot, have come into the market for the first time. In the autumn BMW will make the competition even fiercer when it unveils its new six-cylinder range.

As well as the choice of models increasing, in many cases more of each are being produced. The new Rover has a production capacity of three times the old. Audi plans to sell 250,000 of its new 100 each year, or twice as many as before, and steady, less spectacular, growth is expected from Mercedes and BMW.

Given a high level of sales, the executive car is a splendid money spinner. It can command a proportionately higher price than a model lower down the range yet does not cost proportionately more to produce. All the same, companies are being forced to look for ways of getting costs down even more.

The most interesting example has been the cooperation between Renault and Peugeot in France and Volvo of Sweden on a joint 2.7-litre V6 engine. The cost of producing a new engine has been estimated by the British Central Policy Review Staff at as much as £150m, with the rider that unless it is made in vast numbers there will be no prospect of getting the money back.

That is why the Renault-Peugeot-Volvo project makes such obvious sense. The engine will have cost each company less than it had

been developed by one of them alone and yet it does not impose any restraints on the design of the car. The Renault 30, Peugeot 604 and Volvo 264 are such different vehicles that to their owners, at least, the sharing of a common engine is irrelevant.

These three models demonstrate clearly the design philosophies of the companies concerned. The Renault is slightly smaller, uses the engine to drive the front wheels and like the Rover is a five-door hatchback. It is an extension of the practical saloon-cum-hatch concept which Renault largely pioneered with the 16 back in 1965. The 16 engine has since been mated with the 30 bodyside to produce an in-between model, the Renault 20.

Peugeot used its V6 engine to fashion a large, conventional saloon with rear-wheel drive and a "three-box" bodyside. The aim, already being achieved, was to make the 604 France's car with the most prestige, the one chosen by presidents and prime ministers. It is roomy, refined, has a superb ride and is styled (by Pininfarina) with the classic conservatism of a Mercedes.

The Volvo 264 is a fitting successor to a line of cars that have emphasized safety and durability above supposedly more glamorous virtues. It is easy to admire a Volvo without liking it but with speed limits almost universal the attractions of a car that is solid and comfortable and likely to last must grow.

The main French challenger to the Renault 30 and Peugeot 604 is Citroën's CX which has a striking wedge shape not unlike the Rover's. As might have been expected

from one of the world's leading automotive innovators, there were plenty of novel features including a single windscreen wiper, digital instruments and control buttons that are played like piano keys. The car may have been a shade under-powered, though, the Citroën has since up-rated the bigger engine to 2.4 litres.

There are many interesting engines among these new executive cars and none more than that of the Lancia Gamma which is a 2.1-litre unit of only four, horizontally opposed, cylinders. Like Audi, Lancia claims the advantages of lightness and compactness over the more usual six-cylinder design with no loss of power and flexibility. The Gamma, a Pininfarina-styled fastback saloon and coupé, is said to be capable of 121 miles an hour. With the Fiat 130 ceasing production it becomes in effect the new flagship of the Fiat range.

To all these models must be added the slightly older BMW 5 series, with its superb handling and excellent ride and wide choice of engines from 1.8 to 2.8 litres. The Saab 99, older still, and smaller, has also designs on the executive market and is now available in a five-door version. Finally, one must not forget the top cars of the volume manufacturers—the Ford Granada and Opel Commodore. It is going to be a fascinating battle.

P.W.

Award winner battles against labour disputes

As the new masters of British Leyland took stock of their scattered and unwieldy inheritance after the 1968 merger it became clear to them that the company's main assets as a car producer lay more in the prestige sector of the market—Jaguar and Rover—than at the volume end.

They argued that while Leyland could not hope to match the huge output and reap the consequent economies of scale of the major European and Japanese manufacturers, they could, and must compete on quality. Besides, there was more money to be made on a Rover or a Jaguar than on a bread-and-butter car sold at a much lower price.

So the plan was to expand at the top end and leave volume car output more or less as it was while improving quality and taking the range a rung further up the market. Peugeot was the continental model most often quoted. For Jaguar there would be a doubling of production to 60,000 units a year and even more ambitious targets were set for Rover.

When the Rover 3500 appeared last year it was the first new model to come out of Solihull since the introduction of the 2000 in 1963. But the long gap did not mean that the Rover design department had been

idle all those years; rather, that to design a car was not the same thing as seeing it on to the road.

When Rover became part of British Leyland it had two model lines, the large and aging 3.1 litre and the smaller 2000 which was soon to be augmented with the introduction of the V8 engine bought from Buick. In preparation were a mid-engined sports car and a large prestige saloon, code-named the P8, which would replace the 3.1 litre and take Rover into the luxury class.

Money was short

The sports car quickly became a victim of Leyland rationalization. With Jaguar, Triumph and MG, the company felt that it was already well represented in what could only be a limited market. The P8 project, on the other hand, was enthusiastically pursued towards a fast, refined and spacious car that would compete with the top Mercedes models.

But as Leyland ran into financial difficulties during 1969 and 1970 doubts began to set in. Not only did the P8 look like clashing with the Jaguar XJ6, but money was short for the rescue of Austin Morris became the

priority. In March, 1971, the project was cancelled.

Rover's efforts were to be concentrated instead on a replacement for the 2000. First, however, the way had to be cleared with Triumph which had been working independently on a successor to its 2000 model, which also went back to 1963. It was clearly absurd that a company should sell two similar cars against each other so the Triumph design was scrapped and the Rover went ahead as the successor to both ranges. But it was planned to use the Triumph six-cylinder engine, substantially revised, in the new Rover.

Most so-called new cars are little more than a subtle reworking of the old, with a new bodyside covering the same mechanicals. Apart from retaining the V8 engine, however—and it was changed in important details—the Rover which appeared in 1976 was entirely different from the model of 13 years before.

The shape, a fashionable low-slung wedge with sloping bonnet and cut-off tail, was more reminiscent of the Citroën CX than a traditional Rover. Equally in fashion was the fifth door, or tailgate, and folding rear seat. The old Rover was criticized for lack of legroom in the back and a poor boot; the new model more than compensated and the boot, in particular, was enormous.

The 3.5-litre engine was upgraded from 143 to 155 brake horsepower and fitted with electronic ignition. The extra power, allied to the car's excellent aerodynamic shape, meant a higher top speed, 125 mph in the manual version, and better acceleration and made the new Rover one of the quickest cars in its class. Fuel consumption was better as well, with a creditable touring figure of about 25 miles a gallon.

Car of the year

The car had a delightful five-speed gearbox which has since found its way into the Triumph TR7 and is surely destined also for the Jaguar range. Quiet, comfortable and well-equipped, the new Rover looked and felt a success. Even the rather conventional live-axle rear suspension, which looked on paper to be inadequate for a car of such quality, achieved in practice a commendable balance between handling and ride comfort.

The car arrived to general critical acclaim and at the end of 1976 was voted car of the year by a panel of European motoring writers. The smaller, 2.3-litre and 2.6-litre, engine versions are expected in the next few months, completing a range that will compare, especially on price, with anything that contin-

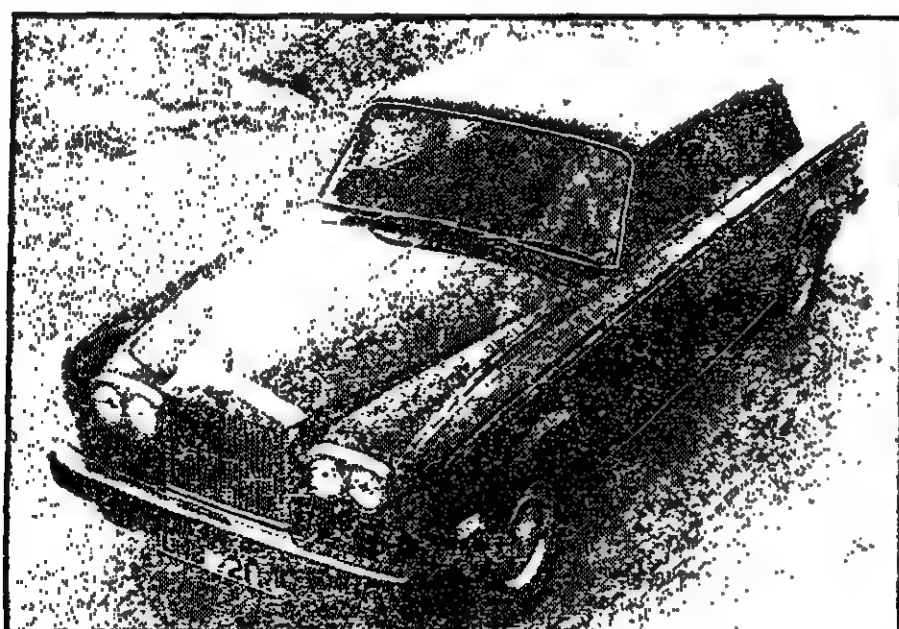
ental manufacturers have to offer.

The new Rover was, however, planned before the energy crisis when the prospects for growth in the so-called executive market looked a lot brighter than they have since. To produce the car a new factory was built at Solihull and with exports planned on a substantial scale to both Europe and the United States (a market Rover had deserted some years before) the eventual capacity was set at between 125,000 and 150,000 cars a year.

If achieved, this would have represented more than three times the maximum output of the previous Rover and the question had to be asked, with so many other manufacturers looking for higher sales in the same part of the market, whether there would be enough buyers to go round.

The proposition has yet to be tested. As a product the Rover 3500 is clearly good enough and despite competitive pricing it is potentially the most profitable car in the Leyland group after the Jaguar XJ6. But as a succession of labour disputes held up the car's progress, the question was not whether Leyland could sell enough Rovers but whether it could make enough. A car-of-the-year award would cut no ice with a buyer having to wait six months for delivery.

P.W.



The Rolls-Royce Silver Shadow II, first new edition for 11 years.

Luxury models know where they are going

Whereas a manufacturer of cars for the mass market must revise and replace models every few years to keep up with—and ideally a step ahead of—the opposition, the producer of luxury cars can afford to bide his time. He is more concerned with maintaining the quality and reputation of his car than bowing to the latest fashion.

Thus the Rolls-Royce Silver Shadow, which was launched in October 1965, has only just gone into its mark two edition. There have been modifications in the intervening period, more than 2,000 of them; but none has affected the basic design of the car. The Rolls-Royce philosophy is essentially conservative, to retain the best of the past and make changes only when there is an overwhelming case for doing so.

The Shadow, did represent a clean break but the result was a succession of teething troubles that severely damaged the Rolls-Royce image. The experiment will not be repeated. New models in future will have a large measure of continuity with the cars they replace.

One way of ensuring that new features are thoroughly tested before they are put into the Shadow, the principal Rolls-Royce model, is to try them on the smaller-volume cars first. The introduction two years ago of the Camargue, the world's most expensive production car, was not only an attempt to increase profits—it was intended to provide a running test-bed for new developments.

An important feature of the Camargue was a unique air conditioning system which automatically maintains separate temperatures (that can be pre-selected) in the upper and lower parts of the car. It had taken eight years to develop, the Camargue proved its effectiveness and it has now been installed in the Shadow.

The other main revisions for Silver Shadow II include the use for the first time on a Rolls of rack-and-pinion steering, suspension changes to reduce body roll and the fitting of a front air dam for better stability at speed. The instrument panel, which has looked more like that of an aircraft than a motor car, since the car was more or less right in its essential res-

pects the first time round, there was correspondingly less scope for change. But changes there are—a new front suspension for instance, and a longer wheelbase. Surprisingly, since the car looks much as it did before, every body panel is new, giving subtle improvements to aerodynamics and crash protection and even allowing the fuel tank to be positioned less in harm's way.

Like Rolls-Royce, Daimler-Benz uses its less popular models to try out ideas which are later introduced to the rest of the range. Thus the styling and suspension of the revised compact models derive from the bigger S-Class car. The company's most expensive model, the 6.9 litre, uses hydropneumatic suspension and it will be interesting to see whether this, too, is destined for wider application. But evolution, not revolution, is the keynote.

Jaguar makes some 30,000 cars a year, 10 times as many as Rolls-Royce but only a fraction of the Daimler-Benz output. Its difficulty does not lie in maintaining the excellence of the cars—the 12-cylinders are among the quickest and certainly the most refined vehicles in the world—but in producing them in sufficient numbers and at the right quality.

After embarrassingly long waiting lists built up for the XJ6 and XJ12 models, Leyland decided to double Jaguar capacity to 60,000 units a year. The oil crisis reduced enthusiasm for the plan, which has in any case become bogged down in a dispute over the siting of a new paintshop.

Even if quality and output targets can be achieved, there remains a further problem to occupy Jaguar into the 1980s. The Government of the United States, Jaguar's main overseas market, is demanding a dramatic improvement in fuel consumption. Rolls-Royce hopes to comply by being small, Daimler-Benz by selling more diesels. For Jaguar it could mean a rethink on engine sizes and even the abandonment of the superb V12 on which the glamour of the marque so largely depends.

P.W.

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Waiting for the slow 'slogger'

by Clifford Webb

The oil crisis of the early 1970s focused the attention of the world's motor manufacturers on the economies of diesel-powered cars as never before. With about a quarter more mileage a gallon than comparable petrol units the wonder is that it had taken so long.

In Britain there is a fairly simple explanation for the delay. The diesel engine is a "slogger". Its leisurely acceleration, accompanied by the familiar—and, to many, annoying—diesel knock—makes it a creature of the open road. The early German autobahn and French autoroutes were ready-made for diesel operation. That is one of the main reasons why Mercedes-Benz and Peugeot have produced diesel cars for so long.

It is true that motorways have been established in Britain for more than 20 years but British car manufacturers faced so many other calls on their limited investment capital that the provision of diesel engine production facilities were continually relegated to their list of priorities.

The other natural habitat of the diesel engine is the city taxi covering enormous annual mileage at the lowest possible fuel cost. Here again, with the exception of the traditional London taxi, we have largely ignored this market.

Diesel engines are more

expensive than petrol engines—by several hundred pounds a time. The economics of mass production can and do reduce the gap. Many diesel engineers insist that with present technology, that gap will continue for the foreseeable future.

Firms like Mercedes with long established markets—carefully poised to take advantage of the so-called "diesel explosion". It is a fairly simple exercise to increase capacity of an existing product. It is not so simple and much more costly to lay down a new engine assembly line and persuade hundreds of component manufacturers to make similar investments to supply the new parts.

It may seem incongruous that in Perkins Engines of Peterborough, Britain has the largest independent diesel engine manufacturer in the world and yet is unable to cash in on the diesel car. But Perkins makes its money with diesels for vans and lorries. These are slower-revving and more sturdily built than the modern generation car diesel.

Some Perkins van engines have been modified in the past for limited application to cars and their 1.7-litre unit is offered as an option by Alfa Romeo.

The position was summed up recently by Mr Peter Wright, managing director of Perkins Engines. He said it

was unlikely that Perkins would produce a specialist engine for cars because the research and development costs could not be justified by such a small market. He also pointed out that if fuel prices increased dramatically the demand would be such that the car firms would want to manufacture their own diesels.

Another factor which is exercising the minds of the car makers is the role of national governments in fixing the price of diesel fuel relative to petrol. Diesel is cheaper but there are grounds for believing that if the demand for diesel soars governments will want a bigger slice of the cake in taxes.

In addition the oil industry is known to be worried about the effect of a diesel boom on its refinery structure in Britain. In the main diesel oil comes from the middle distillates of the refining process and in Britain they constitute a much smaller percentage of the whole than in places like Germany.

With so many variables in the equation it is not surprising that British car makers are reluctant to commit hard-earned cash to diesel installations.

In recent months there have been reports that Leyland and Ford are planning to fit a diesel engine to one of their existing cars. It is suggested that the Leyland Princess will be seen some time next year with a 1.8 litre diesel unit.

Leyland already manufactures a 1.5 litre car diesel for installation in a small number of Marinas exported to Malta, Portugal and Singapore. Since the introduction of the Sherpa van with a 1.8 litre version of this engine the state-controlled car group has been experimenting with it in both Marinas and Princesses.

Certainly it has plenty of diesel experience in Leyland Truck and Bus, but with so many other ventures competing for the available investment capital it is unlikely that the diesel car will be other than a limited venture.

Ford, on the other hand, has done a deal with Peugeot to buy its well-proved 2-litre engine for installation in its biggest saloon, the Granada. As the Granada range is assembled only by Ford Germany it would appear to be a venture aimed first at the already well-established German market for diesel cars but able to carry a few British sales on its back.

The most interesting newcomer by far is Volkswagen's 1.6 litre diesel-powered Golf. Already one of the great success stories of the European motor industry, the Golf does not immediately recommend itself as the best platform for a heavy diesel engine. A small, compact, front-wheel drive car, it is hardly in the tradition of the spacious, solidly built diesel cars of the past.

But the Golf power unit has been clearly pared down

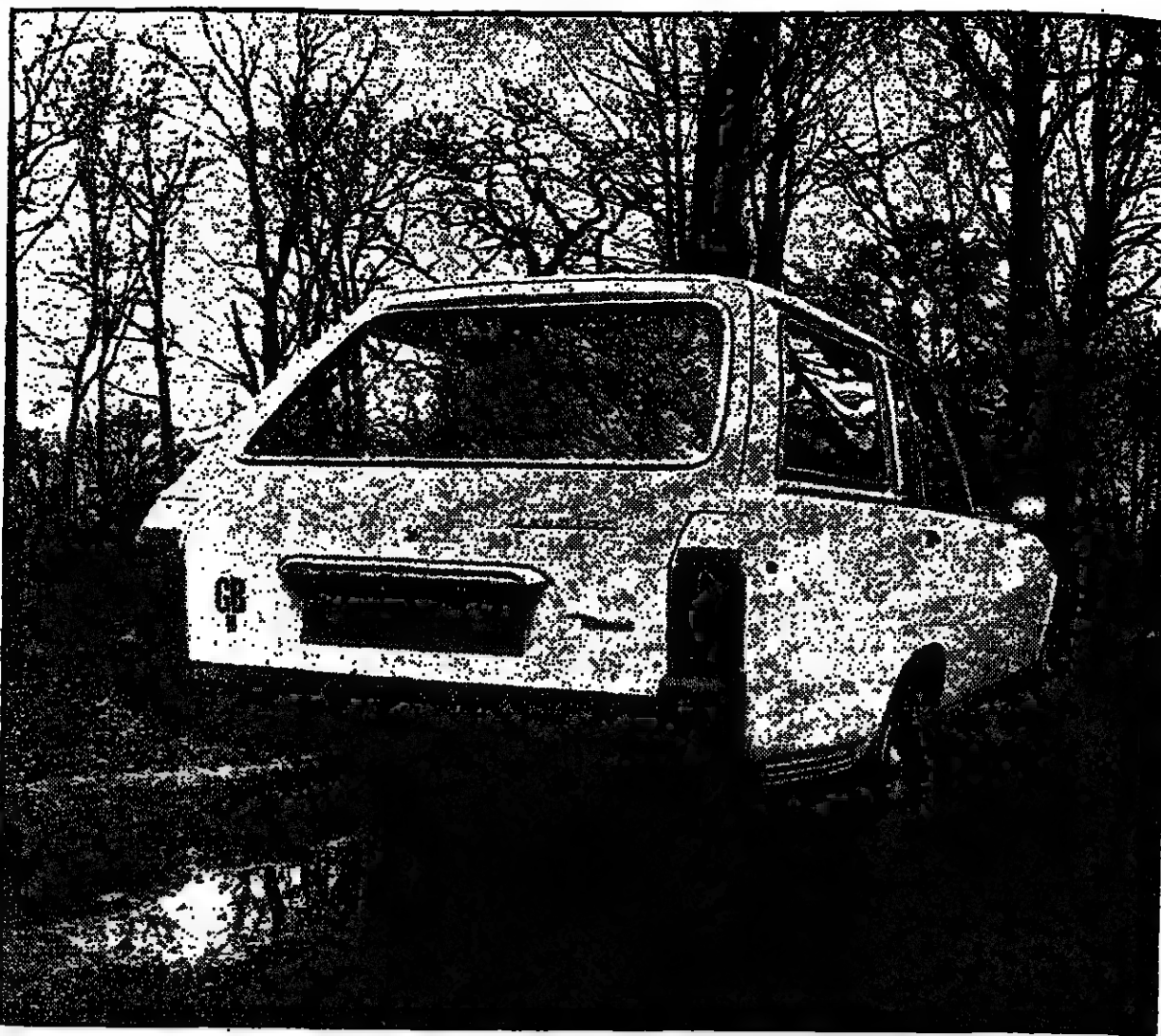
to minimum weight and, with an output of about 50 bhp, seems to offer a considerable improvement over existing diesel car performance.

Of all the British component manufacturers, Lucas probably stands to gain most by any big swing to diesel cars. Its subsidiary, CAV, produces nearly a third of the world's fuel-injection equipment—the heart of an efficient diesel.

When the fuel crisis happened and car makers everywhere began to look at the diesel with renewed interest, Lucas campaigned hard for more diesel cars. But in recent months little has been heard from it on this issue.

One explanation which is finding increasing support in the motor industry is government pressure to reduce car imports. How that would involve Lucas-CAV is not immediately apparent. The argument is simple enough. Until British car makers produce diesels, any growth in demand for them will have to be met by existing manufacturers—and they are all foreign.

The petrol versus diesel engine battle is being fought on fast-changing fronts. In the short time since the fuel crisis began car firms have made considerable improvements in the fuel economy of petrol engines so much so that some manufacturers now insist that next generation petrol engines will go a long way towards closing the gap with diesels.



One model to use the economical diesel engine is the Peugeot 504 family estate.

The selling points of active safety

by Jeffrey Daniels

Most people think concern for car safety started with Ralph Nader. Even in the United States, that was not really so: even if the early American efforts served only to enshrine "safety" as a marketing commandment.

Yet at the same time some European car manufacturers, notably Mercedes and Volvo, were already concerned for safety. Their efforts had extended to safer structures and, in Volvo's case, to the pioneering use of safety belts. In a way it seems less than fair that the American crusade, when it got rolling, gave them scant credit.

This was not least because the American and European approaches to safety, the order of priorities, differ considerably. We Europeans suffer a far higher proportion of pedestrian casualties. Our roads are narrower, more tortuous, more crowded.

Active safety—the ability of a car to avoid an accident through good handling and braking—was seen on this side of the Atlantic as being at least as important as passive safety, the ability of the car to protect its occupants from the results of a crash. The Americans, on the other hand, regarded accidents as inevitable, and most of their regulations concern the passive side.

More recently, the safety lobby has faltered in its efforts. Many of its adherents found the cleaning-up of exhaust emissions a worthy cause—and an easier one to sell. Some safety legislation ran into trouble. Public pressure in the United States forced the abandonment of safety belt/ignition interlocks after a year on the statute book. The controversial airbag was finally talked out of contention. In Britain, proposals legally to enforce safety belt wearing were dropped.

It is becoming clear that in some degree, the marketing men were right. One can sell safety, but only up to a point. If the extra cost is too great and, more particularly if the driver suffers inconvenience and frustration, safety will stay on the shelf. Conversely, safety can be a good selling point if it is part of an attractive package, and that is the way it must go in the next decade.

If this argument is accepted, there are many more openings in active than passive safety. A case in point is the braking system. Most drivers would prefer to have good brakes, though they might not think of them entirely as a safety measure. It is now usual for a failure will leave the driver with no means of stopping other than the handbrake.

It provides its fortunate owner with a secure, secluded and uniquely personal world. It is an immediate and ever-growing pleasure to drive. It makes road-weariness a thing of the past. It is a long-term asset. And a declaration of faith—in Britain, in the future and in oneself.

If you would like to see for yourself just how many details have changed since 1904, the new Silver Shadow II awaits your inspection at your local Rolls-Royce Appointed Distributor.

If you do not know him already, he can be located by telephoning 01-629 2640.



Makers of the best car in the world

Rolls-Royce and its new Shadow

Only the details have changed since 1904

The year, 1904: the date April 1st. A car rolled out of a back-street workshop in Manchester. A car destined to cast a long shadow before it.

Unlike other cars of its time, it was safe, silent, smooth, fast and comfortable. Unlike them, too, it proved to be completely reliable and extremely durable. Qualities it owed to the use of the finest materials, patient craftsmanship and the intelligent application of the best engineering principles.

The new Silver Shadow II is a lineal descendant and only the details have changed.

Rolls-Royce Motors still apply advanced engineering to ensure that the best car in the world remains the best car in the world. The Shadow II is distinguished from the original Silver Shadow of 1905 by more than 2000 improvements. Among them: two-level automatic air-conditioning, rack-and-pinion steering, modified front suspension, a redesigned fascia,

front anti-lift panel, wrap-around bumpers and a new twin exhaust system.

The finest materials are still sought out. Rich Lombardy walnut veneers, hand matched and hand finished. Selected Connolly leather. Deep-pile Wilton carpets of pure new wool. Metals and techniques for an engine designed to run 100,000 miles with no more than routine attention.

And, perhaps above all, the cars are still virtually hand-built. The time allowed for each operation is the time required to complete it to the highest possible standard. Only then is the craftsman responsible expected to sign for his work.

The result is a completely individual car. One that complements its owner's needs and tastes with its own distinctive character. A unique amalgam of traditional craftsmanship and advanced engineering. A car that has no identical twin: not even another Silver Shadow.

The traditional Rolls-Royce mascot, radiator grill and badge are registered Trade Marks.



An emergency stop from speed shows the paces of a deflated Dunlop Denovo tyre.

(which can now be regarded as the piece of string to hang back up the belt and braces). In the past 20 years the performance of brakes has improved beyond all measure, yet one eagerly awaited development—the anti-skid system—has been very slow in coming.

Jensen used it in its FF, and Mercedes offered it as an option on its bigger cars for a short time before quietly dropping it again. Many firms continue to work on the idea, though it seems likely that its large-scale adoption must await the arrival of the central car computer. This is a development which may be closer than is generally realized, and it has many implications for safety, as illustrated by the ability of a computer to check circuits and systems and warn of failure.

Even with anti-skid brakes, a car will still ultimately depend on the four patches of tyre rubber that connect it with the road. It will still need 10 times the distance to stop on sheet ice as it does on a dry road. Tyre design inevitably plays a large part in active safety, and most of the pioneering work is being carried out in Europe.

One of the best-known active safety systems is Dunlop's Denovo, Michelin's TRX and Pirelli's DIP tyre. The Denovo, now offered as an option on five models of car, is a classic illustration of our argument: it offers convenience (through not having to stop and change a wheel after a latest Triplex laminated puncture) with safety (because stability and control are retained). That it has not succeeded to the expected degree must be due to a disappointingly high price and the innate conservatism of the factor which safety crusaders would do well to bear in mind.

Michelin will not run foul of this conservatism with its TRX, which could best be described as a rethink of the conventional radial-ply tyre to give better all-round performance; it should be

offered on at least one new car before the end of the year.

The Pirelli DIP is much further away, a tyre with a roughly triangular cross-section mounted on a very narrow rim. Its promise is not simply that of improved performance and run-flat ability (like the Denovo but unlike the TRX). There is also the promise of a new production process which could greatly reduce costs.

Lighting is an area where its importance to safety is readily appreciated, when one sees how many accidents, especially serious ones, happen in the hours of darkness. Progress up to now has been slow. Cynics might say there have been only two real advances since the war, the universal adoption of double-dipped headlights and the arrival of Philips tungsten-halogen bulb.

Much more will surely be achieved by direct control of beam pattern, as seen in the Lucas Autosensa device which was demonstrated a few years ago. (Ultimately we may even see light transmitters from a central source via fibre-optic bundles to wherever it is needed.)

Such concentration on active safety should not imply that we have come so far as possible along the path to passive safety. Here it is difficult to convince a driver that he is getting something else besides safety. But it can be done: the latest Triplex laminated windscreen, fitted as standard to the new Rover 3500, is a good example. Laminated screens had a deservedly bad name in the 1960s, with ghastly injuries caused by unrestrained heads punching holes in them. Yet the laminated screen (legally required in many countries) has the advantage that it will never shatter with an alarming bang and leave the driver's sightless.

The author is technical editor, Autocar

Critical calculations that depend largely on guesses

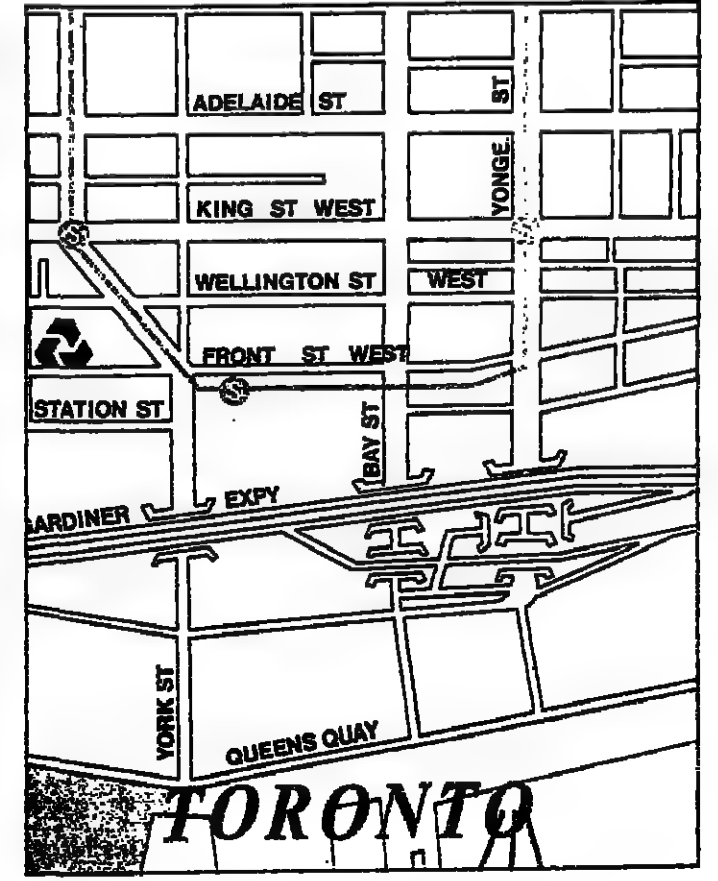
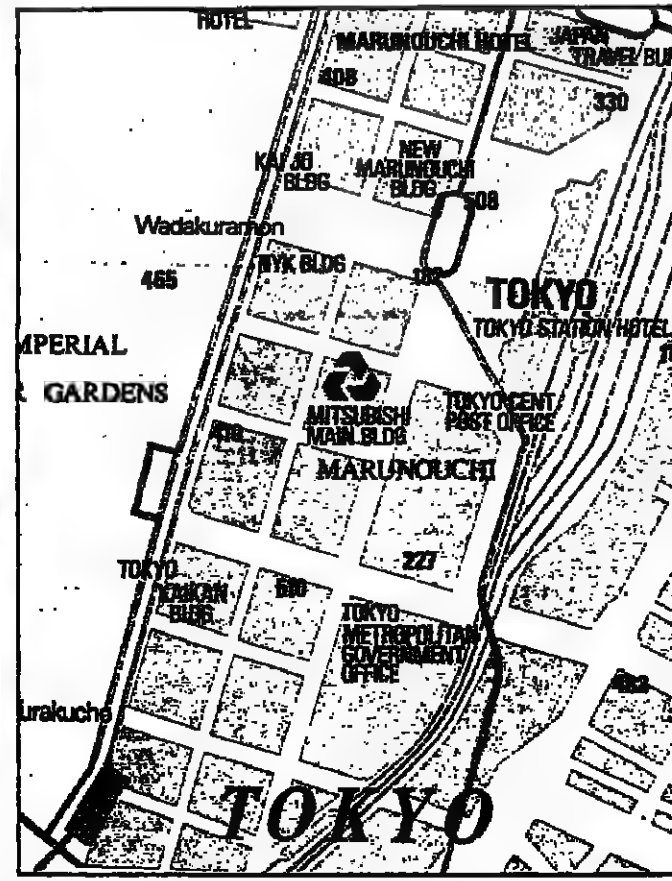
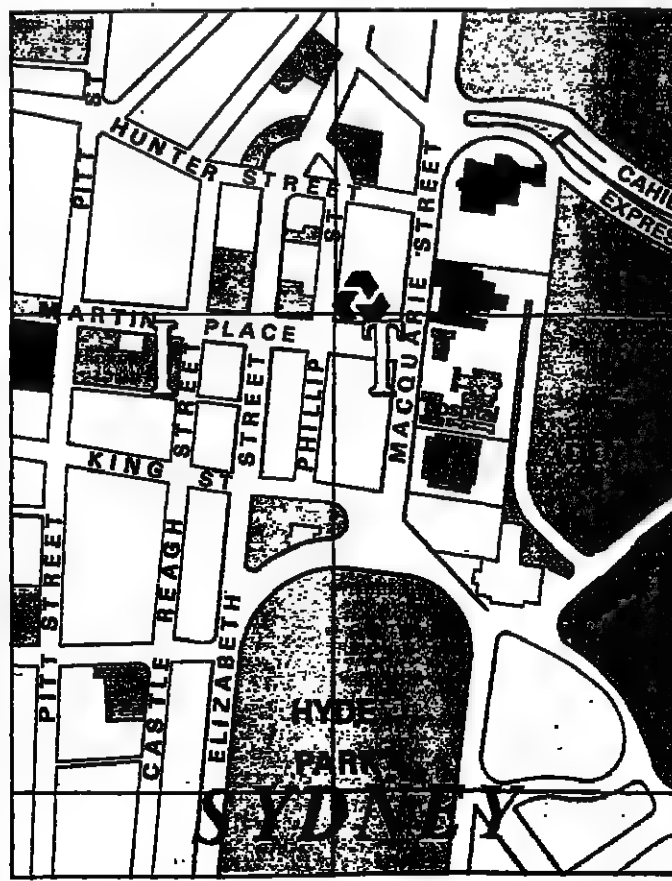
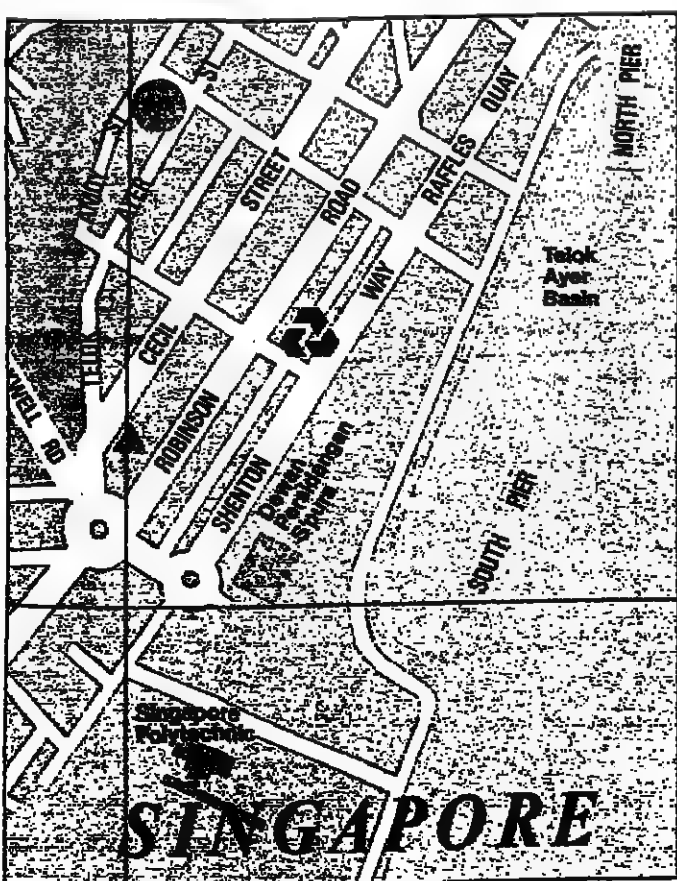
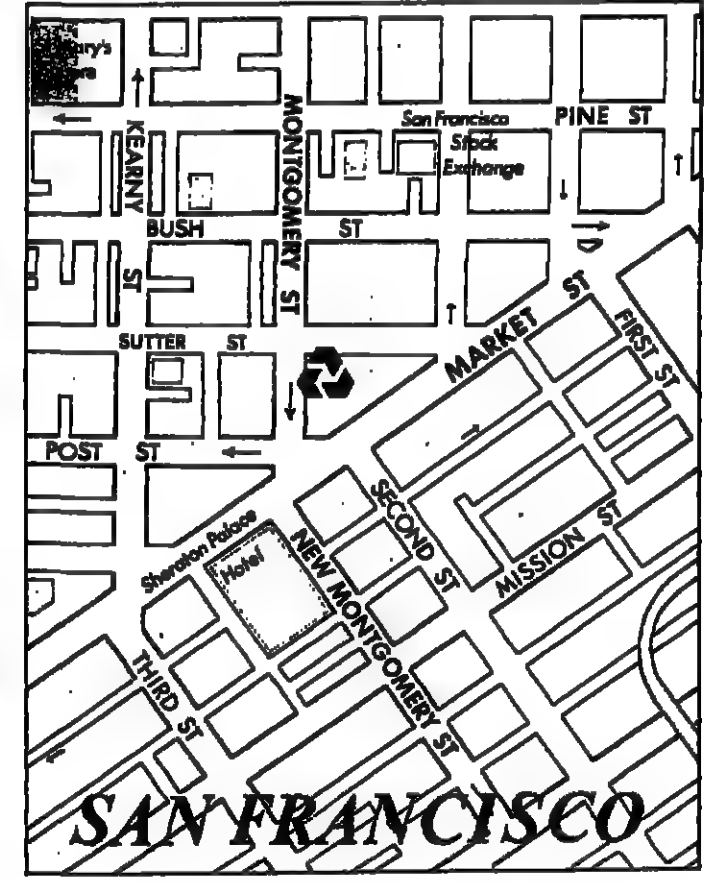
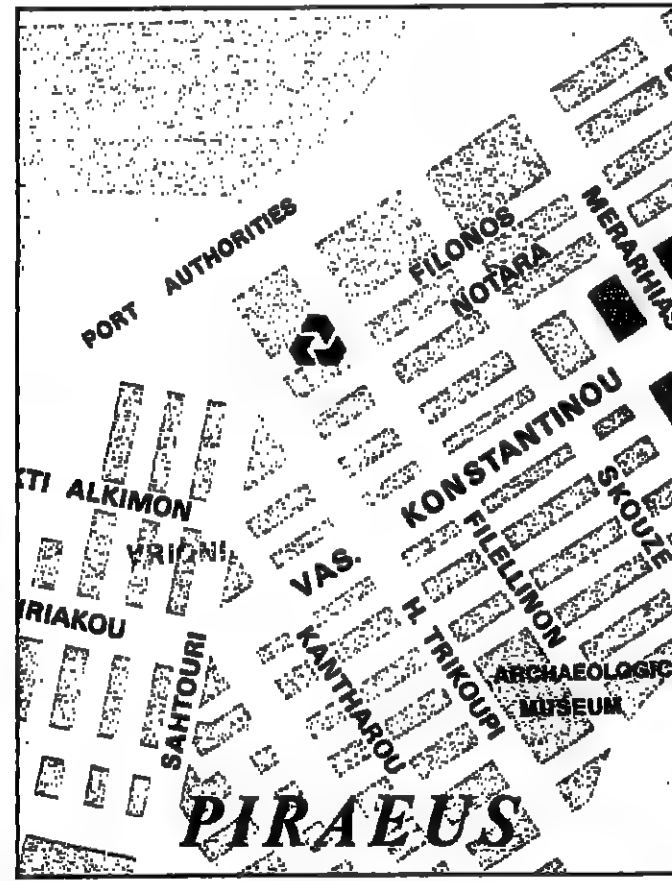
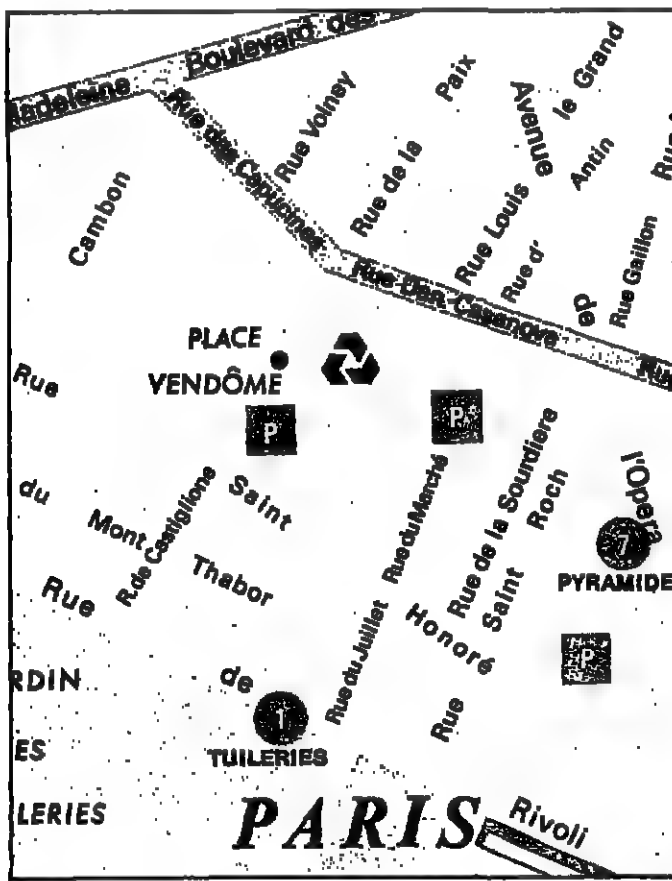
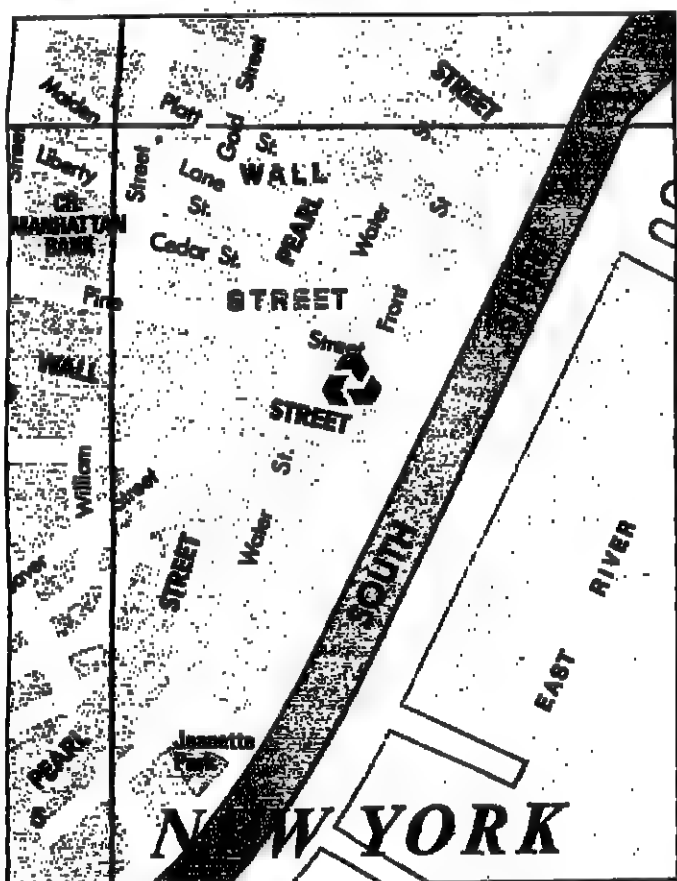
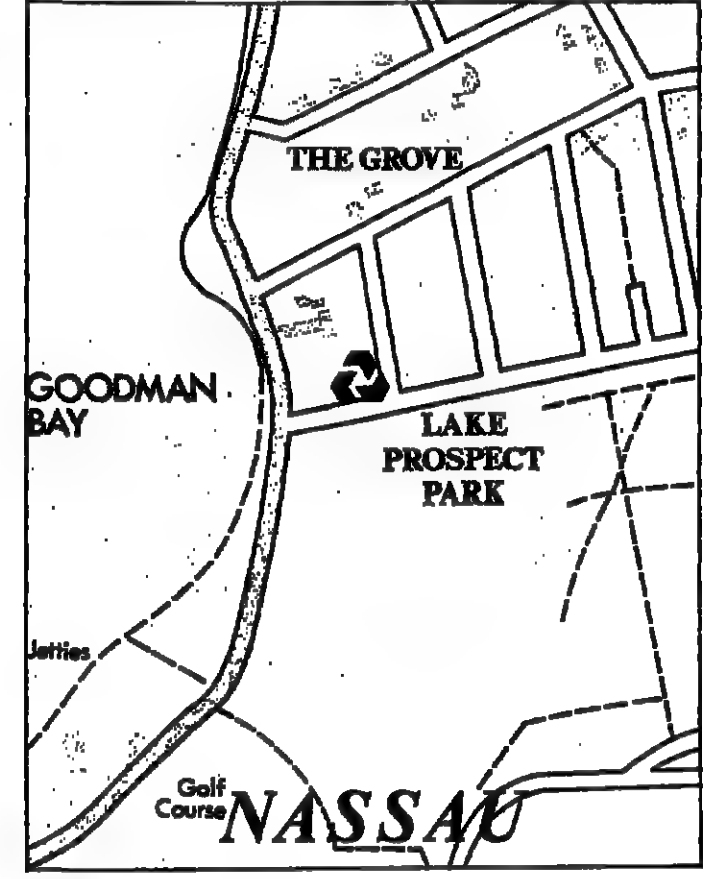
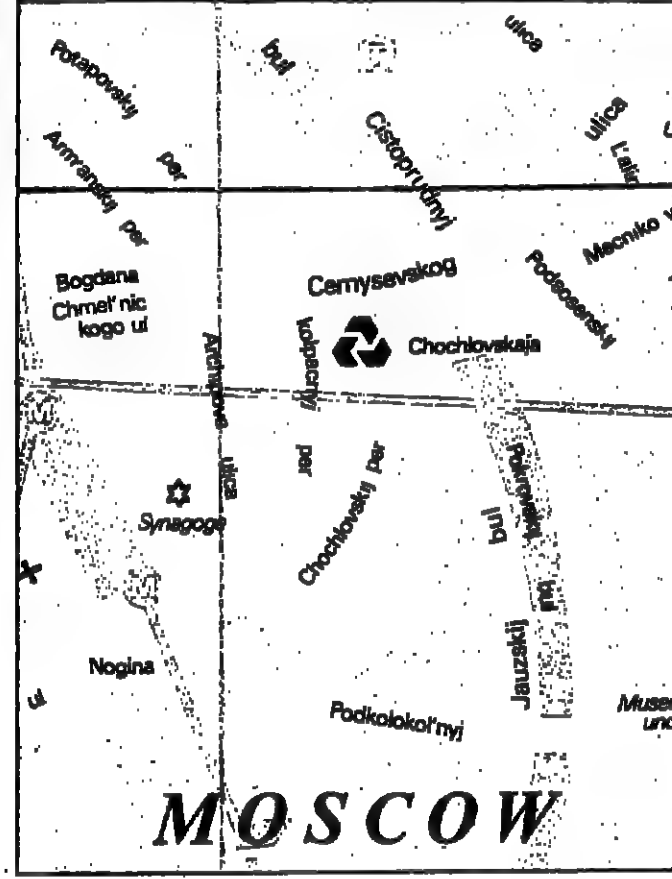
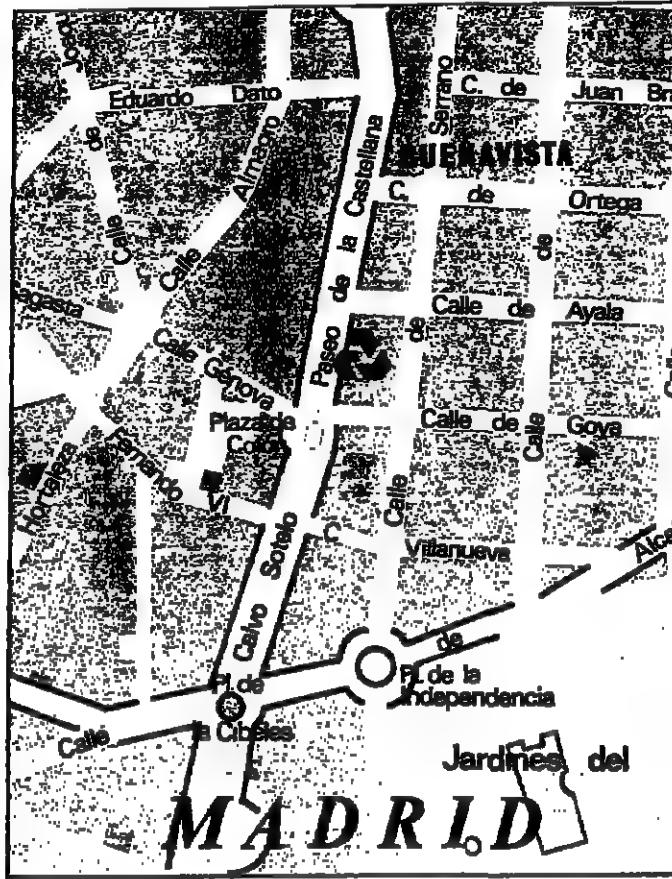
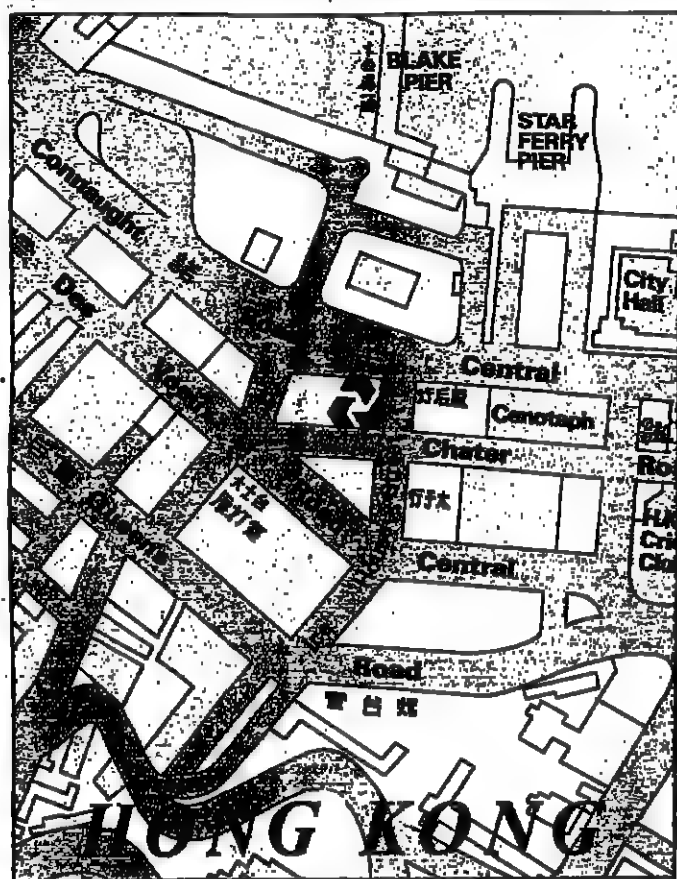
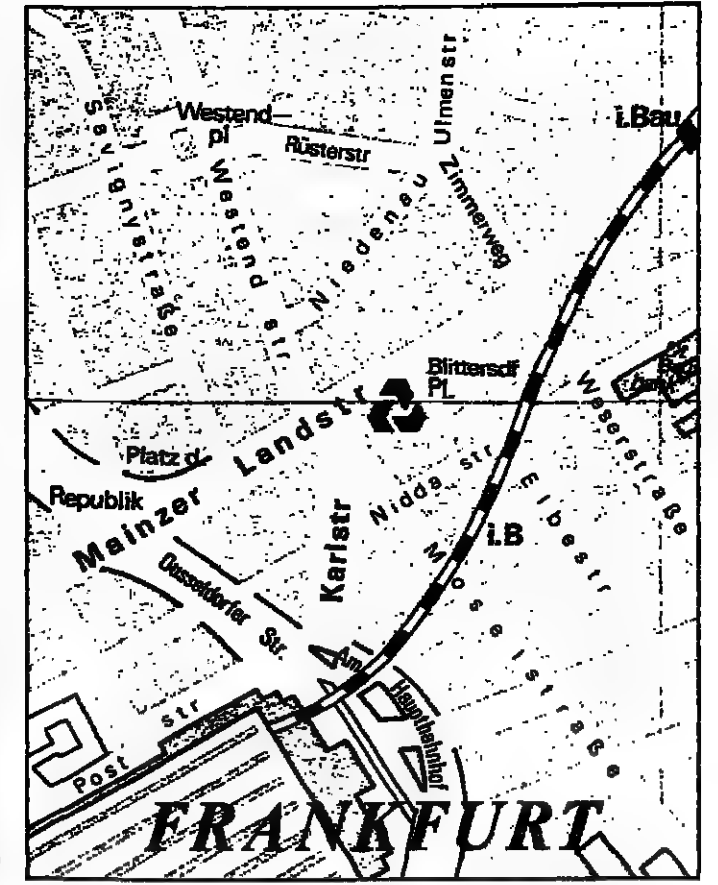
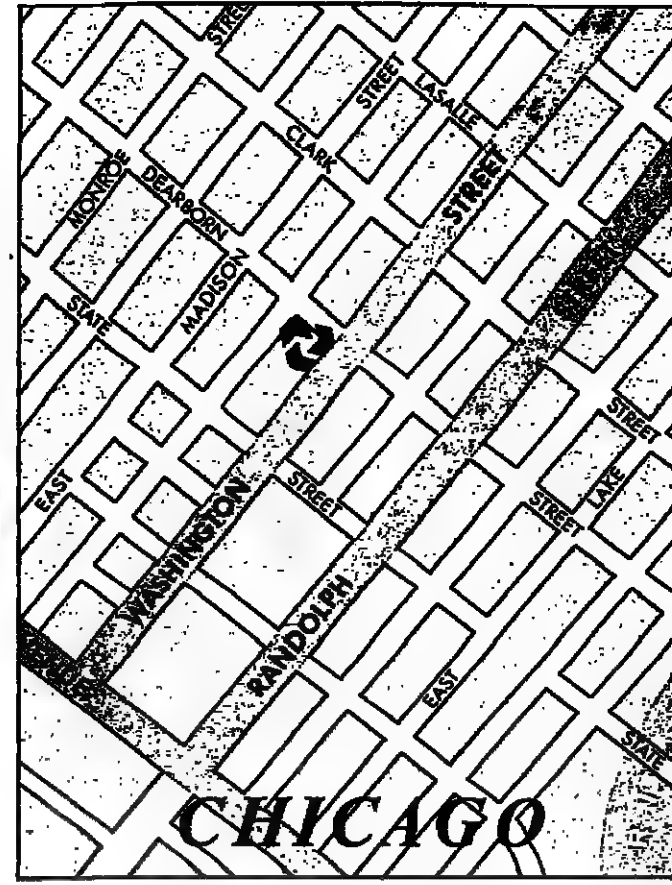
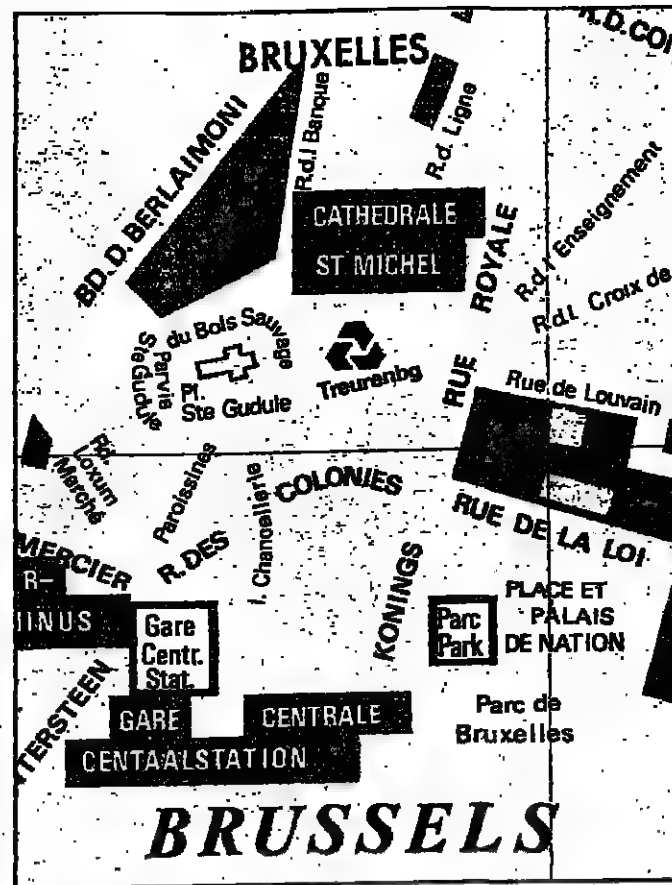
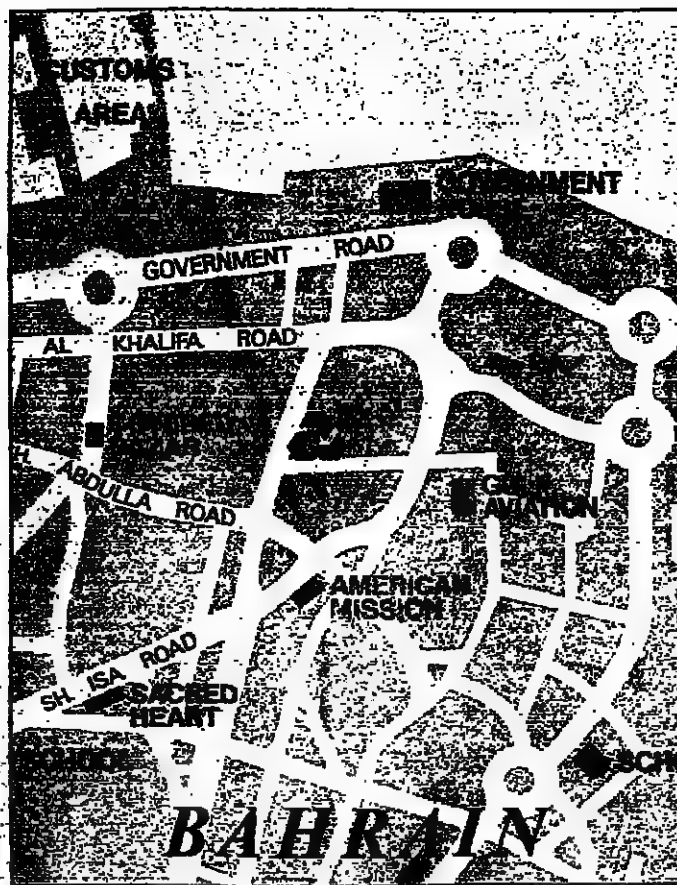
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There have been dramatic changes in equipment with the almost universal fitting of radial tyres, front disc brakes, rack-and-pinion steering and even the heated rear window. There could be another tyre revolution in the 1980s if the run-flat idea catches on. Denovo, the only run-flat system so far on the market, has sold slowly but other manufacturers are looking at the idea and a welcome of all.

breakthrough could yet come. Finally, cars will become easier — and therefore cheaper — to service and repair. In Britain, the assurance companies have been working with manufacturers to reduce the cost of the repairs and one of the principal claims for the Ford Fiesta is that routine service and repair jobs will take less time than on rival cars. To the inflation-bite motorist, these developments could be the most welcome of all.

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Ronald Butt

Cannabis and the law: the narrow escape

In 1966, that radical lady, the Baroness Wootton of Abinger, chaired an official committee which recommended blandly, and, of course, rationally, that the penalties for cannabis smoking should be reduced. Naturally, it did not suggest that cannabis should be legalized: such a proposition would have instantly sunk without trace.

But using the techniques of argument with which we have grown familiar from those anxious to engineer social change, it created a basis for its arguments by reference to evidence that increasing numbers of young people were "experimenting" with the drug, and using it for "social pleasure" and that it might become a "functional equivalent of alcohol".

The usual methods of defusing concern were manifest: there was "no evidence" that it caused "violent crime" or anti-social behaviour, or produced "in otherwise normal people" dependence or psychosis requiring medical treatment. The Report ignored the fact that there was no evidence that cannabis did not do these things.

It blandly observed that the "therapeutic use of cannabis" also deserves further investigation: a thought that recalled the medicinal and therapeutic claims made for tobacco when it first reached England and which King James I so sensibly ridiculed. But, of course, James could not use legal sanctions and so, today, much as Mr Ennals may weep for it, tobacco tax brings the Treasury an annual revenue of £1,790m.

Too little was known about cannabis and there were too many impediments for it to be unrestricted, the Wootton Committee decided. On the other hand, the whole tenor of the report was to reduce the effectiveness of the restrictions in a manner that seemed bound both to encourage the practice of pot-smoking and lead gradually towards dismantling legal restrictions altogether.

The report was described by a consultant psychiatrist as a "junkies' charter" on the grounds that the drug had drawn comfort from its proposal to relax the present law, and because the first drug taken by heroin addicts was usually found to have been cannabis.

The Home Secretary at the

time was Mr James Callaghan. His reaction to the Wootton report was instantaneous and forthright, in a manner to which we are no little accustomed from our politicians in their anxiety not to offend what they think may be the trend. Mr Callaghan turned it down unambiguously.

To reduce the penalties for possession, sale or supply of cannabis would be bound to lead people to think that the Government take a less serious view of the effects of drug taking. This is not so, he said.

He also added in a devastating destruction of the false compassion that were being made: "Because we have a number of social evils in this country at present, it would be sheer masochism to add to our evils by legislation to make it more easy for people to introduce another one."

When the House of Commons debated the report, Mr Callaghan was even more blunt. My reading of the report is that the Wootton sub-committee was over-influenced by this lobby (to legalize cannabis), he said. "I had the impression that those who were in favour of legalizing pot were all the time pushing the other members of the committee back..."

That made Lady Wootton and Sir Edward Wayne, chairman of the standing committee on drug dependence of which the Wootton inquiry was a sub-committee, very angry, as they wrote to *The Times* about it. They said they had not advocated legalizing pot, which was true but not much to the point, and that they were not influenced by the lobby, though I am bound to say that no one had argued for removing the restrictions on cannabis, it is difficult to believe that there would have been any question of reducing the penalties.

Eight years later, we have cause to be profoundly grateful to Mr Callaghan for this decision, which must have been rather harder to take in the climate of those days when what is so foolishly called the permissive society was in its first bloom, and its rotten fruit was not yet so thick on the ground.

I am not sure whether another House Select Committee would have made the same decision.

Would Mr Roy Jenkins have

society? We shall never know but we have a priori grounds for thinking Mr Callaghan, since we can draw certain conclusions from his not having given way to the trend in 1969—and it is worth examining these in a week when we learn, as was reported in *The Times* on Monday, that there are some (they are apparently to be found even in the Home Office) who contemplate the possibility of using a technical flaw in the existing legislation to liberalize the law on cannabis smoking.

In the last few years, quite suddenly, cannabis smoking in schools, and also in universities, which at the end of the sixties threatened to become an unstoppable fashion and habit, has diminished to a comparatively small proportion.

It is true that alcohol has since become, correspondingly, a greater danger in schools, particularly the consumption of spirits now that these are more easily available (and should they continue to be?) through the supermarkets. But two things have to be said about this. The first is that at least we are clearer about the effects of alcohol, and the second is that the existence of one problem gives no cause to create another, and a worse one.

There is now knowledge that did not exist with certainty in 1969 that cannabis is addictive, and creates physical dependence and withdrawal symptoms. More, the United States National Institute on Drug Abuse, and the Hebrew University, Jerusalem, are now reported to have found that the drug is more dangerous than high-tar cigarettes in reducing the human system's immune response to viruses and bacteria, in damaging the lungs and even in causing abnormalities in unborn children.

It cannot be proved categorically that Mr Callaghan's decision in turning down Wootton was responsible for our escaping these dangers from a growing cannabis fashion in schools, universities and elsewhere. But the consequences of other legal changes in the social field give grounds for believing that this was so.

If, for instance, the "social causes" clause had not been inserted into the 1967 Abortion Act, can anyone believe that the abortion numbers would have reached the present level? I certainly cannot. The existence of the Act has both conditioned behaviour and created a demand.

Similarly, if the laws that

previously prevented the pushing of pornography had not in one way and another been dismantled, is it conceivable that this would now be a business worth millions for which we are paying a price in the rise of violent sexual crime?

Further, if by a magic time-machine, we could have seen ahead to the consequences of these legal changes before they were adopted, would Parliament have accepted Mr Steel's "social causes" clause or, for instance, the "public good" loophole for obscene publications? I don't believe it.

Parliament accepted these things because it was assured at the time that they would not have the effects they did have, just as Parliament was assured by the supporters of the Wootton Report this would have no malign consequences and that it was only common sense to treat cannabis differently from other drugs.

The movement to nibble at the law in aid of cannabis seems to be of a sort again. As a result of a legal technicality, which raises a question about the legality of otherwise of cannabis stalk and leaf as distinct from cannabis flower, the existing law is going to be looked at when an appeal that is pending is over. To some this is a golden opportunity to move a little towards liberalization, back in other words, to Wootton.

As long as Mr Callaghan is Prime Minister, there is not the slightest possibility that she present situation can be exploited in this way, and the Home Secretary, Mr Rees, is generally of the Prime Minister's way of thinking. Yet the episode is an instructive one. It reminds us of what we have escaped and also of the need for vigilance against the never-resting and subtle incursions of the professional "progressives" against the public will.

It does not discount me that the law is a policy, and that the law is a policy, where a law can be enforced because it has public support. The progressive side about the "manny state" is plain silly: the law has a moral as well as a convenience content in restraining crimes.

Lord Denning and Lord Justice Scarman recently agreed in the *Attorney-General v. Blake* case that the law is a policy, and that the law is a policy, where a law can be enforced because it has public support. The progressive side about the "manny state" is plain silly: the law has a moral as well as a convenience content in restraining crimes.

Similarly, if the laws that



The Parsonage at Haworth and the Rev Patrick Brontë: a new assessment?

Why we may have been wrong about the 'mean, eccentric Mr Brontë'

It doesn't really require an anniversary to draw crowds to Haworth, that high windswept village in West Yorkshire where the enigmatic Brontë sisters wrote their eternally popular novels. Last year, over 150,000 people climbed the steep, cobbled main street to visit the Parsonage and the more hardy of them, to walk over the moorland that provided the sisters with much of their inspiration.

Today, however, sees another Brontë anniversary—the bicentenary of the birth of their father, the Rev Patrick Brontë, and after special services today at Haworth and the small church at Hartshead, near Dewsbury, where he was curate, Brontë enthusiasts will have an additional feast of activities over the next few months. Besides Haworth, interest will also focus on other areas with Brontë associations.

Festivals are being arranged in Emdale, Co Down, Northern Ireland where he was born; in the Spaul Valley in West Yorkshire, where he was curate during the Luddite demonstra-

tions of 1811 and which provided the background for Charlotte Brontë's novel, *Shirley*; and in Thornton, the village near Bradford, where the novelists were born and where Patrick Brontë spent the happiest period of his long life.

In these activities he will be reassessed and, perhaps, emerge in a more favourable light. He deserves to, for biographers of the various members of his family, including Mrs Gaskell in her famous *Life of Charlotte Brontë*, have often treated him unfairly. Much has been made of the austerity and eccentric behaviour of this central figure in the Brontë drama, often ignoring possible justifications.

The happy family man seems to have undergone a change of character on the early death of his wife: he then became a more solitary figure, taking his meals in the peaceful sanctuary of his study. He was probably more prudent than austere, remembering that his stipend amounted to only £200 a year with the Georgian parsonage rent free.

Part of his austerity is

alleged to have been reflected in his refusal to have curtains at the Parsonage windows, but this can be explained by his deep dread of fire which, in turn, is explained by the fact that he performed nearly a hundred funeral services on children who had been burned to death.

It is ironic that his own son accidentally set fire to his bed-clothes with a candle during one of his bouts of drunkenness or drug addiction and was saved from disaster only by the prompt action of his sister Emily.

His assets, however, greatly outweighed the criticisms made of him. He was the eldest of ten children of a small farmer in Ireland and got on (including qualifying at St John's College, Cambridge) largely through his own exertions. He was a good person and his work in improving health and conditions for poorer people was commendable.

He showed physical and spiritual courage, compassion and sincerity to others. He courageously faced much personal suffering in the high

death rate in his own family, suffered intense disappointment and sorrow over his only son's failures, and set high moral standards which his daughters followed.

Most important from a literary point of view, he created the opportunity and atmosphere in which his daughters' literary ambitions were fuelled. He set them an example with his own, albeit less distinguished publications (poetry and prose tales addressed to the lower classes—"all who curd the sturdy soil or ply the loom with daily toil"—and tracts and treatises), and encouraged them in their reading of books and newspapers and discussion of the contents.

Not a bad, although incomplete, list of qualities and one that might excite him a little eccentricity.

Cyril Bainbridge

The author's guide book, *The Brontës in Brontë Country*, will be published by Hugh Temperley Radford, East Bergholt, Colchester, in June.

Can the EEC grow bigger and stronger at the same time?

For the first twenty-one years of its life, from the establishment of the Coal-Steel Community, the European Community had six members. Today it has nine. By 1982, at the latest, there will probably be twelve. Thus within a decade the membership will have doubled. The implications are considerable.

The timetable for admission of the three candidates seeking membership has acquired a momentum which the Community did not expect, does not want, but does not know how to stop. Negotiations for Greek membership have already opened, and by the autumn the EEC will be discussing the admission of Greece. Ministers have to agree its position on the main issues involved. Greece hopes to have achieved membership by 1980.

Portugal's prime minister, Dr Mario Soares, is currently completing a round of negotiations with the Community preparatory to tabling his country's formal membership application. He has said he expects a decision in principle on the application from the Council of Ministers before the end of the year. Negotiations can start in 1978, leading to membership by 1980 or 1981.

A membership application from Spain is expected soon after the general elections, yet this summer's formal negotiations are likely to start next year, and it is possible that a Portuguese and Spanish nego-

tiations might be handled together, as were those of the United Kingdom, Ireland and Denmark (and, often forgotten today, Norway).

This triple application poses a major challenge to the European Community and its institutions, which have barely completed the digestion of the past three entrants. First, and most obviously, it will shift the centre of gravity of the EEC significantly to the south, making it more Mediterranean, more Latin and less Atlantic in its orientation. It will increase the economic and social diversity within the Community, widening the gap in living standards between the richer and poorer member-states. This of itself will slow down the already small pace of economic convergence and integration within the Community.

Second, it will make the Community's enlargement process more complex, and more important. Until 1973 the Community worked on a basis of two working languages and four official languages. Today it has three working languages and six official languages. By 1982 it could have four working languages (Spanish being added to French, English and German) and nine official languages. Today every third employee in the European Commission is either an interpreter or a translator, yet the biggest administrative bottleneck is the slow translation of texts, and the inability of many secretaries to communicate in

a common language with their bosses.

This will clearly become much worse with the further enlargement of the Community. It will also be difficult to find enough qualified Greeks, Spaniards and Portuguese to fill competently the posts in the Community institutions to which membership will entitle them. Clearly the Commission will have to be restructured, when the mandate of the Jenkins Commission runs out in 1980, to accommodate the new members. The squabble over the transfer of resources from the richer to poorer countries, or the consequences of other legal changes in the social field give grounds for believing that this was so.

There is a real risk that the energies which should be devoted during the next four years to modernizing and reforming the Community's decision-making structure, and agreeing the guidelines for the next stage of European integration, will instead be diverted to the complexities of the enlargement negotiations; and that the first half of the 1980s will be taken up with trying to make the new post-enlargement structures work—thus repeating, in a more acute form, the Community's experience during the 1970s.

In these circumstances, it seems clear that power will continue to be concentrated in the established Community institutions—notably the Commission—towards the more loosely structured, informal "Euro-

pean Council" (the tripartite meetings of EEC heads of government which chart the main policy priorities for the Community).

This is a second reason for expecting that the enlargement of the Community will lead to an even slower pace of integration. For, unless the Commission is in a position to force the pace, history shows us that integration proceeds at the speed of the slowest member-government—whether one is talking about the transfer of resources from the richer to poorer countries, or the implementation of directives derived from the Treaty of Rome, or the sacrifice of national political sovereignty. And that can be a very slow pace indeed.

General de Gaulle, in other words, was right. The European Community is faced with a choice between becoming bigger or stronger. The wider the membership, the more diluted it becomes, and the less capable of acting as a real community. It can either stay small and integrated, or become large and diffuse.

It can be argued that the past has already been sold, over the General's dead body, with the admission of the Anglo-Saxons. It certainly ill-becomes British, who fought and argued so long to become members, to try to put up a dead end to the enlargement—especially as we have not been notable, during our brief period of member-

ship for championing the cause of Community solidarity or tighter political integration.

There are, indeed, two quite separate political issues involved—the "centre of gravity" question and the "diffusion" question. Many people in northern Europe, one suspects, would feel easier about taking in new Mediterranean members if this entry could be balanced by an intake from Scandinavia or the German-speaking countries.

They argue that, since what the three new candidates really want is to be a part of the Community, the Community should establish a political Community around the economic hard-core of the EEC, in which other European countries could participate without having to accept the economic discipline of the Rome Treaty. This idea arises naturally from the concept of a "two-tier" Community floated two years ago by ex-Chancellor Willy Brandt. The trouble with this concept is that there is a danger of the "outer-circle" political association. The Greeks and Iberians have made it clear that they do not want to be fettered off with a second-class status.

In northern Europe, therefore, there would be almost insuperable difficulties for Switzerland, Austria or Finland to enter such an association; it would infringe the neutrality obligations conferred in the Swiss constitution, and imposed on Finland and Austria after the

war by the USSR. Nor is there any serious chance of Sweden or Norway becoming an important candidate of any importance in this region, would be attracted either by a political association or by EEC membership (which Norway has already rejected).

So the applications from Greece, Spain and Portugal have to be considered, I believe, on their merits. Against the obvious inconveniences, we have to weigh the counter-arguments. First, there is that awkward Clause 237 in the Treaty of Rome, which states inter alia that "Any European state may apply to become a member of the Community". Second, it can be argued that the Community already has powerful de facto members in its neighbourhood. Nearly one-and-a-half million Iberian and Greek workers are working in the EEC. Greece has had an association agreement with the Community since 1962, and has already undertaken many of the trade liberalization measures needed to align its economy with the EEC. Portugal has had similar relationships since 1972, and Spain since 1967.

On the political level, it can be argued that it is a vital interest for the Community that there should be stable, democratic regimes on its southern doorstep. If there are political risks in absorbing countries like Greece, Spain and Portugal, are they necessarily greater than those facing Italy, or even France? And will such risks

be made any less by excluding the three candidates from EEC membership? Would that not be the foreign policy of an ostrich?

Finally, if their poverty is thought to exclude the new aspirants from membership, would this not also exclude Ireland, whose average living standard is no greater than that of Greece? Where would one draw the line? In any case, the Community has argued strenuously that it is not a "rich man's club", and has sought to prove it by a generous policy of aid to the third world. It would be capricious and illogical to deny to that part of the Third World which sits on its doorstep the assistance which it is seeking.

Moreover, the circumstances of the three applicants are far from equal. Now that it has become clear that acceptance of Greece does not automatically involve either acceptance of Turkey (which is not being asked) or involvement in the Greek-Turkish quarrel, the obstacles to Greek entry considered in isolation really do not seem very great.

The Greek economy has been growing fast in recent years, its economic structure—except in certain agricultural products—is complementary to, rather than competitive with, that of the EEC, and it does not have a large surplus population of unemployed workers eager to move into the already saturated EEC labour markets. Taken in

isolation, Greece would be fairly easily digestible. The real institutional problems are posed by Spain, and the real economic ones by Portugal. Portugal's unemployment rate, despite emigration, is more than 10 per cent, the inflation rate is the highest in Europe, and the country also has a massive balance of payments deficit and a huge influx of refugees from Angola and Mozambique to cope with.

Spain also has a high rate of inflation, but an economy much stronger than that of Portugal, and an industrial structure much more competitive with the existing EEC countries. The real difficulty about the absorption of Spain is likely to be the very distinct administrative and institutional traditions which it will bring to the Community.

Nevertheless, once Greece is accepted—and, as I have said, it will be hard to find convincing reasons to reject her—the case for excluding Spain or Portugal becomes much weaker. The very different issues surrounding enlargement, and the likely impact on the course and future of the Community, have to be faced, and faced quickly. The Jenkins Commission is facing what is a major challenge to try to ensure that enlargement does not lead to incoherence and breakdown.

Michael Shanks

The Times Diary

A spot of bother at the COI

Disgruntled civil servants from the Central Office of Information have asked to see Charles Morris, Minister of State at the Civil Service Department, to complain about the appointment of a new head of the COI's Overseas Press and Radio Department. They allege that Henry James, director-general of the COI, appointed Sheila Jeffries, formerly of the Prime Minister's press office, to the post without following the normal procedure of advertising the post internally among civil servants.

The dispute has been conducted with a degree of rancour unusual even in the hothouse atmosphere of Whitehall and its environs. A protest note, signed by 64 COI employees, was sent to James, who agreed to meet 11 of them. The meeting, of which the staff representatives took a transcript, is said to have been extraordinarily bad-tempered.

James, because highly

very, very sordid. The staff's chief objection to Miss Jeffries is that she has little specialized experience of the overseas press.

Next the dispute was referred to the appropriate higher authority, the Whitehall Management Group—but since James is chairman of that body, no progress was made. The staff then approached John Herbert, the deputy head of the Civil Service, who again referred the complaint back to James. The meeting between Morris and the angry staff representatives is expected shortly.

Bisexual

Some weeks ago I mentioned the controversy touched off by Marks and Spencer over the gender of chips in French. As is usually the case in such matters, readers' reactions were fiercely dogmatic, evincing impatience that such a question should be raised when the answer was so obvious. As

usual, the answers then supplied were almost evenly balanced on contradictory sides.

The question seems to have raised particular interest in Belgium, but the balance of testimony from that quarter favoured masculine, while others asserted that no francophone would use anything but the feminine. Overall, feminine was preferred, by the narrowest of margins.

A reader in Germany added the interesting point that the same problem arises with the English newspapers. The BBC German language service, he reports, refer in their summaries of the British press to the *Daily Telegraph*, *Guardian* and *Express* as masculine, but the *Yorkshire Post*, *Daily Mail* and *Sun* as feminine. *The Times* is plural.

Nose to nose

As Saturday's Boat Race approaches and the moment comes to lay your money where your loyalties lie, the fascinating thing is not the bookies' odds, but the fact that at long odds on, the trifling 200-1 offered against the race ending in a dead heat. After four miles and a quarter of back-breaking effort, in unpredictable conditions, the odds favour the boats passing the post with nothing to choose

Seafrost has gone downhill, says councillor

This odd geological phenomenon was reported in the Bristol Evening Post.

between them would seem greater than that.

The bookies may have half an eye to historical coincidence. This year's encounter marks the hundredth anniversary of the first meeting in the history of the race.

The 1877 confrontation was intensely dramatic, and the time of 24 minutes 8 seconds achieved by both crews gives an idea of the cold and blustering conditions that fought against Oxford, who lost their lead when bow damaged his oar in the closing stages, claimed that they scraped over the line first—a somewhat suspect argument as the official finishing posts were erected only after the race to clear up any subsequent controversy.

The man blamed for the fiasco was "honest" John Phelps, a professional water-

man from Puncy, who pronounced the result.

Legend has it that Phelps took one too many from his hip-flask, to ward off the cold, and fell asleep under a bush while waiting for the boats to appear. That rumour can only have originated in the embittered Oxford camp. But "honest" John was not allowed to judge again. The organizers stipulated that in future the result would be judged by an amateur.

Stout party

I slipped into my platform shoes yesterday and made for Mayfair, for the opening of the new in a chain of shops selling men's wear for tall and fat people. I was disturbed to find that, although well below the extra tall size, I do just scrape into the outside class. In an expansive period I need a 44 inch short fitting, and this is where the plump range begins, expanding to a maximum chest size of 56 inches.

The firm, which has 20 shops in Britain and several abroad, uses a very sophisticated range for the stout. It calls them Kingsize, which seems a largely unwarranted slur on royalty. The Mayfair shop, which is quite small, sells only the Kingsize range, eschewing tall fittings, on the assumption

that a soft-living Mayfair client is more likely to be too fat than too tall.

The store is handy for the large Mayfair hotels, and more than half its customers are likely to be visitors to London. Great things are expected from the Arabs.

The majority of Arabs do tend to be large, an executive confided. "And it's surprising how many tall Arabs there are, too." No plans, though, to introduce a Sheikh-size range.

Bernard Levy, the managing director, has built up the chain which began 20 years ago in cramped premises in the Edgware Road, until it now has an annual turnover of £4m. He copied the idea from successful stores for large and broad men in the United States, but he had no personal motive for the venture. Although he worries about his weight, he is a slender man who stands only 5ft 5in—an inch shorter than I, or two inches when I am wearing my platform.

Hard work

Henry Marx and Penny Thrift are handicapped by multiple sclerosis. Recently they designed offices tailored to their needs, so that they could work on a book about offices and equipment for the disabled.

"I'm worried about your father; he's being nice about the Union leaders."



They launched their book, *Get Yourself Going*, yesterday on the 16th floor of a London office building, which is fortunately accessible by large lifts.

Marx, a writer and broadcaster, said he had been surprised to find so much well-

designed office equipment to help the disabled workers. But he thought that employers were no more willing to employ the handicapped than they ever were, in spite of the availability of grants for any special equipment they might need.

There are over 100,000 handicapped people in the country who would like to work, but who are either too afraid to apply, or who have tried and failed to find suitable work," Marx said.

"This is an optimistic book," he added. He typed it himself on an electric typewriter with an attachment which allows the severely disabled to type with a stick in the mouth, linked to a clever machine which types out the corrections automatically.

Many aspiring pedants among my readers have written to say that, in my item about the Shakespeare School of English on Tuesday, the word 'ferred' was used incorrectly, where it should have been 'implied'. Had they checked with their Oxford English Dictionary they would have found that 'implied' is a verb, and 'infer' is a noun. So my critics are all quite wrong, but I am grateful to them for taking an interest.

PHS



New Printing House Square, London, WC1X 8EZ. Telephone: 01-837 1234

A DEATH IN LEBANON

Kamal Jumblatt, who figured as the political leader of the left-wing forces throughout the recent Lebanese war, met a violent death yesterday on a mountain road in his native Chouf. There are people who will regard this news as an occasion for rejoicing, and many more who will find it hard to work up any genuine grief. In the eyes of most Lebanese Christians, Jumblatt was a traitor to his country, a man who led the Muslims of Lebanon away from loyalty to their country into an alliance with Palestinian invaders in the name of Pan-Arabism. In the eyes of many Lebanese Muslims he was an ambitious politician who overplayed his hand and brought disaster on his own followers. In the eyes of many Palestinian he was a distinctly unheroic hero, whose rhetorical defence of the Palestinian cause has in the end achieved nothing except the involvement of the Palestinians in his own defeat. In the eyes of the Syrians he was the most unreasonable of all the quarrelling Lebanese leaders, the one who bore the greatest responsibility for thwarting Syria's attempts at mediation and firing his troops to take sides in the war.

Most outside observers would associate themselves to some extent with one or more of these opinions. It would certainly not be fair to lay the whole responsibility for the war on Jumblatt's shoulders, the criss-crossing of deep social and confessional divisions made clear in Lebanon at best an extremely fragile and delicately balanced

structure, and once the four hundred thousand Palestinians in Lebanon acquired political and military force the balance was probably untenable on any terms. Moreover if any one group is to be labelled as the aggressor it should be the right-wing Christians, particularly the Kata'eb or Phalangists led by Mr Pierre Gemayel who in April 1975 believed that the moment to strike a decisive blow against the Palestinian presence had arrived. But many would agree that Jumblatt's obstinacy was again and again one of the decisive factors in making a political solution to the war impossible. He supported the Army mutineers led by Lieutenant Ali Haidar, thereby undermining the brief peace settlement which the Syrians had succeeded in imposing; he dragged the Palestinians into a war against President Franj which was essentially not theirs; and having obtained an early presidential election he then tried to prevent it taking place once he realised that the Syrians were in a position to impose their own candidate, Mr Sarkis. Although neither Syrian nor Palestinian leaders can escape responsibility for the fratricidal war fought by their troops last summer, a share of that responsibility must fall also on Jumblatt. In short, he must bear some of the blame both for the length of the war and for its escalation.

Yet his death remains tragic for two reasons. In the first place his life was tragically wasted. There can be little doubt that in ability he was head and shoulders above all his Lebanese

political contemporaries. He combined a solid power base among the Druze community (in which his family had for centuries held a pre-eminent position) with a political programme which had much to commend it to the Lebanese nation as a whole. Ironically enough it was a programme not very different from that officially proclaimed by the Kata'eb Party: a programme for releasing Lebanon from its endless and exhausting tug-of-war between separate and mutually hostile religious communities and turning it into a modern state with equality of opportunity regardless of faith and with a reasonable degree of justice, between different social groups. For a brief period after 1958 when the two parties were both brought into the Government by President Chehab, it seemed possible that the programme might actually be carried out. But the forces of privilege and confessional jealousy proved too strong, and in the end the Kata'eb and Jumblatt's "progressive socialists" found themselves on opposite sides in a tribal and religious war.

The second reason is that Jumblatt's position among the Druze was virtually that of a tribal leader, and it is all too likely that the Druze will feel obliged to avenge his death for which they will probably hold both the Lebanese Christians and the Syrian occupying forces responsible. Syria's task of maintaining peace in Lebanon will thus be rendered even more difficult than it already is.

THE MONOGLOTS OF ENGLISH SCHOOLING

One of the more invidious legacies of Britain's imperial confidence is the belief that foreigners can be counted on to understand English. The special international position of our language gives a pretext for insularity. Children elsewhere have less incentive to do their bit to help their vernacular prevail as the universal language by neglecting their lessons. Most other countries in Western Europe make the study of one or more modern languages compulsory up to school leaving age. In British schools it is often not begun until the age of eleven, and is usually optional after fourteen. Fewer pupils today learn modern languages at A level than did in 1970, even though numbers in most other subjects have risen.

The latest of a series of reports from Her Majesty's Inspectors of Schools fully confirms current misgivings about the way languages are being taught in Britain. They found low attainment, with pupils often put off

by bookish instruction that took too little account of their abilities and interests. A high proportion drop the subject as soon as they can. The report's account of dry grammar and mechanical exercises gives little support to the charge that innovative methods are to blame. Clearly the teachers themselves are too often not sufficiently at home in their subject to provide the foundations for fluency or comprehension of a living language.

The comprehensive reorganisation brought a great growth in the teaching of foreign languages, and that involved a shortage of good teachers and a decline in quality. The poor performance of many comprehensive sixth forms today is especially serious because it implies that the shortage will continue and hamper future generations of pupils. But any proposals for redeeming the situation must make do with the material to hand. There is an obvious need for more in-service training to give teachers a better acquaintance with native

speakers of the language concerned, and their country. But restraints on spending limit what can be done along these lines in the near future.

As they did in their earlier report "Ten Good Schools", the inspectors stress the possibly less expensive virtues of teamwork and leadership. Too many teachers are left to work without a proper plan or an appreciation of the different needs of pupils of different degrees of aptitude. The report singles out for special praise one school in the Midlands where pupils arrived from their primary schools already possessing some fluency in French and enthusiasm for it. Some time ago the influential Burstall report from the National Foundation for Educational Research declared that modern language teaching in primary schools was of little value. The inspectors' report raises the question whether that may not be so mainly because secondary schools often pay little attention to what the primary schools supplying them may have achieved.

EXIT THE CREAM CRACKER

It is nice to be able to salute for a change a draft regulation issued from the Brussels machine, even if it means parting company with old friends like the Food Manufacturers' Federation and the Ice Cream Federation Limited. This farm-fresh directive lays down general rules for the marketing of milk products applicable throughout the Community. It has two purposes behind it, both beneficial: to erode the butter and skimmed milk mountains, and to improve the accuracy, or pedantry of food labelling. The first purpose is pursued through the second. It is proposed that foods may be marketed under designations such as "milk", "cream", "cheese" only if they consist of the real thing.

This ought to put paid at last to the cream horn—not the genuine article, which deserves no criticism, but the variety into whose chical pastry container has been stuffed a substance with the consistency of aerated marmalade, the colour of plaster of Paris, and the taste of cooking oil, its lip discoloured by a streak of strawberry jam sub-

stitute. Let it be sold under its proper name of "non-lactic nitrogenous compound horn", and see what that does to sales. This clean-up in the cake shop will, however, do some violence to the English language. Thanks to the leaping progress of salesmanship, English usage contains many examples of the milk family of words which arouse only the faintest expectations, if any, that the thing named has any connection with cows. Who supposes that by buying cream bit to reduce the dairy surplus, or that cheesecake is cake made out of cheese?

The important words "ice cream" stand in the same position. One does not have to have swallowed the falsehood that the ice cream was manufactured from a waste product of the sausages (or was it the other way round?) to be led to doubt whether it has any more to do with dairying than cold cream has—it is enough to have swallowed the article itself. But there it is, in vast quantities, patently non-lactic, yet fully entitled under the rules of the

English language to the designation "ice cream". That is what "ice cream" means in English. Anyone wanting an ice-cream confection made out of cream must look for it under a variety of fancy embellishments of those two stark monosyllables.

They did not tell us at the time of the referendum that Brussels was to reform the English language. Still, one must not hark back, one must take the broad European view of the future. And fortunately a compromise worthy of that challenge lies to hand. Let "ice cream" be used only of a product "obtained from milk or whey in the form of a fatty type of emulsion in water and having a higher fat content than milk", as the draft regulation expresses it, and let the other 90 per cent of the market make do with the one word "ices". But there is a snag. The Brussels draftsmen have shied in a bit about "a designation or presentation referring directly or indirectly to the products defined in the Annex", and those skilled in the interpretation of this type of document say that that knocks out "ices".

EEC food prices

From Mr Douglas Hurd, MP for Mid-Oxon (Conservative). Sir, In your report today (March 12) of a speech (admittedly too long) which I made yesterday about EEC food prices, you convey only one side of the argument.

The Commission's latest proposals offer a considerable incentive to the British farmer to produce more. But they keep the general increase of farm prices in the Community as a whole to a average of 3 per cent, over a five-year period. Every European farmer has seen his costs rise by considerably more than that. They provide a first step towards deterring the creation of surpluses, and getting a balance in the common agricultural policy less tilted against the consumer. That is surely a major British interest. Yours faithfully, DOUGLAS HURD, House of Commons, March 12.

Obscenity trial

From Mrs Mary Whitehouse. Sir, The first major obscenity trial since the House of Lords finding that "Penguin" was not to be called a defamatory pornography on the grounds that it is of "therapeutic" value and therefore "for the public good" was heard at Leicester Crown Court last

month. The publisher of the magazine *Libertine* and a contributor were found "not guilty" on all charges. The case was defended by John Mortimer QC and members of what came to be known last year as "Mortimer's travelling circus of expert witnesses" were again in evidence.

"Is it of any value to print articles defining explicit acts of incest?" asked counsel. Dr Maurice Jaffé, a psychologist, replied, "If material like this gives people relief, this is preferable to doing it." When asked by John Mortimer, QC, "How important is fantasy, as in these articles?" Jaffé replied, "Very important. It is a safety valve." Another witness said in evidence that "the magazine is useful" because it "could diffuse people's anxieties and tensions".

This surely was precisely the type of defence declared unacceptable by the House of Lords. Why then did the circuit judge, W. A. Sime, QC, allow such cross-questioning as would elicit replies of this nature? Why did he not declare it inadmissible in his summing-up?

Now that the clause "for other objects of general concern" in the Obscene Publications Act cannot be interpreted to defend pornography as for "the public good", the pornographers and their legal representatives are turning to the defence of "learning". Maurice Jaffé defended the magazine's "educational value" on the

grounds that it showed "what people do with each other". The imagination boggles at what else might be defended on those grounds!

The public interest is very badly served by ineffective inadequate law in this field. It is more than time that Parliament intervened to secure the true public good. It was John Mortimer himself who underlined in how parlous a state our obscenity laws now are. Addressing the jury, he told them that they might think the magazine "vile, filthy, revolting or ugly", but that "had nothing to do with the trial". How true.

Yours sincerely, MARY WHITEHOUSE, National Viewers' and Listeners' Association, Ardleigh, Colchester, March 2.

'The Times' reappears

From Mr F. M. Innes. Sir, Quis est an aditior hodie? Tempora diu superi? Yours faithfully, F. M. INNES, Trillium, Knowl Hill, The Hockering, Voking, Surrey, March 14.

Prosecution of Ulster terrorists

From Mr Airey Neave, MP for Abingdon (Conservative). Sir, Since my Abingdon speech, the Attorney General makes a number of statements in his letter on Ulster terrorism (March 16) which are unworthy of his high office.

Mr Sillitoe writes that my allegation that many big fish among the terrorists swim round with immunity is "unsubstantiated by evidence" and "wholly untrue".

It is absurd to find the principal Law Officer of the Crown on one of such words as the facts. It is ministers who are always complaining that they cannot arrest the "Godfathers of Terrorism" for lack of evidence.

To suggest that, by drawing attention to the inadequate legal weapons with which the Government expects those on the ground to fight these evil men, I am giving them "aid and comfort" is both unrealistic and offensive.

Equally undignified is his quibble as to which minister would sponsor legislation to create a new offence of terrorism as I have proposed. This has been discussed many times and it is always, quite naturally, the views of the Attorney General which are advanced and relied on by the Government.

As to his suggestion that a new offence would serve the terrorists' interests, it is apparent that even now he has not understood what is proposed.

Far from giving them any special status, it would put them where they belong, grouped with all the other thugs whose stock-in-trade is terror.

AIREY NEAVE, House of Commons, March 16.

Army violence in Ulster

From Lord Kilbracken. Sir, I have evidence to support the supposition of Mr Nick Ross (March 14) that senior officers are often untruthful in saying that they do not have received a report that two young suspects had been ill-treated in Belfast by their army interrogators. I sought an interview with the colonel of the regiment concerned. When I mentioned that the two men had allegedly been forced to assume a penal stance against the wall and keep their eyes fixed on a cross made with a ball-point pen above them, he at once offered to disprove this by taking me to the interrogation room, where no such cross (he assured me) would be visible.

But he was wrong. There it was. He would certainly never have exposed himself to such embarrassment if he had been aware of the methods being used by his subordinates. Yours, etc, JOHN KILBRACKEN, House of Lords, March 15.

President Amin

From Miss Elisabeth Frink, ARA. Sir, Mr Callaghan, in answer to Canadian reporters, accused them of being obsessed with Amin. It is as though Amin is a fraction, and that the obsession and the least attention paid to him the better.

It is a disgrace that the governments of the free world, including our own, are just sitting on the fence. They are doing nothing to help save lives in Uganda and seeking to stop this monstrous man from continuing to massacre thousands more.

They should unite and it should be the obsession of every free human being to see that some organization is formed to intervene and stop the massacre. The Rights have failed. Something must be done to help what is left of the Ugandan population to survive. These days "Diplomacy" rates higher than human life. Yours sincerely, ELISABETH FRINK, 11, St James Court, Buckingham Gate, SW1, March 14.

Encouraging literature

From Mr John Curtis. Sir, I had assumed when I read T. G. Rosenthal's eminently sensible proposal for the Arts Council to help serious fiction (article, February 26) that he was putting forward a plan whereby novels of this kind would reach the people who want to read them. If the public on the whole cannot afford to buy hard cover novels and reduced grants have caused library purchases to dwindle to a few hundred copies overall, then author and reader alike are ill-served.

I was therefore taken aback that in your columns the Literature Director of the Arts Council should dismiss this plan for the council to purchase 1,500-2,000 copies of certain novels for distribution to libraries, as if it were some kind of Macdonald scheme on the part of profiteering publishers. It is precisely so as not to treat the Arts Council a milk-cow, that the publisher is offering to give something in return: rather than accept a subsidy the publisher would provide books on a commercial basis.

There is no question, as the Literature Director claims, that if the scheme went ahead grants would be made from public funds "to commercial organizations whose balance sheets . . . show very healthy profits". The main advantage of Mr Rosenthal's scheme is that a reasonable number of copies of each book would be produced, distributed and read, that is "published" in the full sense of the word. This would be a tremendous service for authors whose work is of literary merit but uncommercial in competitive terms and for their readers who cannot afford hardback prices. On the other hand the publisher at best would be lucky to break even on what would remain a very modest total sale. Yours faithfully, JOHN CURTIS, Editorial Director, Weidenfeld (Publishers) Ltd., 11 St John's Hill, SW11.

Arresting union authority

From Mr R. J. Ramsey.

Sir, In your leader of March 12 you describe not only the disputes which have deprived your customers of the paper for many days but also the problems at the heart of British industrial relations including those besetting this industry.

The vast majority of disputes which have thrown men out of work, lost British customers and damaged our trading position in the last 30 years have been the result of employees ignoring the agreed procedures for handling problems and doing so with impunity, knowing their unions do not possess, or would not use, their authority to make them adhere to such agreements.

Originally, the "justification" for ignoring the no strike clause in agreed procedures was to argue that these procedures put an unequal burden on employees in that they did not restrict the rights of employers to make changes whilst restricting the rights of employees to resist them. This argument has been removed in many industries by the negotiation of status quo clauses binding on both sides.

Other arguments used by trade union officials, such as they could not control employees who were free to belong or not to belong to unions, or that procedures took too long or complex, have also largely disappeared with closed shop agreements and the shorter, quicker procedures agreed in many companies.

In Britain employers face the peculiar situation where trade union convention and "loyalty" appears to force shop stewards and officials to support relatively small groups of employees (sometimes as small as six men) who, having broken the procedure agreement freely negotiated between their employer and their union, throw many thousands of others—also union members—out of work. Some union representatives even appear to believe that the "right to strike" overrides other clauses in the agreements signed by their authorised officials. Suggestions that shop stewards have a responsibility to instruct their members to observe a no strike clause, and to discipline action if they don't, and even cooperate in covering the jobs of unofficial strikers so that the earnings of the majority can be protected, are met with looks and comments of incredulity.

You are right to point out that the strike, a weapon once reserved for unions to use at the right tactical moment and after proper consideration, is now being used as a bludgeon in the hands of every employee to use indiscriminately to harm management, his union, and fellow employees. Unless the majority of trade union officials adopt the position taken by the NATSOPA executive the problems facing British industry will never be overcome. They must insist on a beyond the call of duty, and the sanctions against members who breach the agreements must be applied at a lower level in the union organization, and more quickly than happened in your own dispute. Were *The Times* exporting engineering equipment in competitive overseas markets, considerable damage could have been done to our export trade and customers and jobs lost for good during the period it took for the union executive to exert its influence.

If the attention of the public, management and unions, politicians and the media was concentrated on the problem of how to get on with

the uninterrupted creation of wealth, we would start to make real economic progress in Britain.

Yours faithfully, R. J. RAMSEY, Director, Industrial Relations, Ford Motor Company Ltd, Brentwood, Essex.

From Mr Richard Needham

Sir, In your recent leader (March 12) extending to your readers the firm and successful stand your management made against the unofficial stoppage of 120 NATSOPA members, it might have been fairer if you had pointed out, that, in expelling the men, NATSOPA had effectively withdrawn their right to any further employment in their trade because of the closed shop arrangements that exist within Fleet Street and to which you are a party. In reality this means that a union executive and a newspaper's management, working in collusion, can frustrate the right to strike, however legitimate a group of workers' grievances may be, once a pre-entry closed shop is established.

Perhaps the National Association for Freedom should apply its mind to this extension of corporatist control with as much vigour as it intervenes in other recognition or "politically" motivated union issues. Yours faithfully, RICHARD NEEDHAM, Prospective Parliamentary Conservative Candidate for Chappenhall, Little Aldon, Yeovil, Somerset.

From Mr David A. Freeman

Sir, Professor Jacques today (March 15) attributes the decline to two causes: lack of real employee participation and uncontrolled patterns of differentials. Miss Craik's letter in the same edition suggests a third cause: the new British commercial convention of short-sightedly charging the maximum any traffic will bear regardless of resultant loss of public good will.

May I add a fourth explanation and a suggestion for alleviating the misery? A fourth force destroying public morale is the prevalence of spectacular failure in costly public administration. I am thinking not so much of heavily publicised, small, noisy aircraft which move never so fast as when losing public money, as of the National Enterprise Board's conspicuous failure to cope at British Leyland.

Months of excited conjecture preceded the Ryder Report; public money bought the British industry; public money appeared the American civil; public money pays the remorseless administrators of folly. Nevertheless, there is elsewhere a role for the poor NEB. Let it engage in fair, efficient retail distribution in a few large trading centres where its units could vigorously compete to serve the public. Let it adopt the traditional virtues of small British business: common sense, rectitude, resourcefulness and humility.

I believe we should then see a public board succeed in reducing consumer prices, in making decisions more efficient, in making profits and in cheering up our depressed people. I am, Yours, etc, DAVID FREEMAN, Chairman, Freeman Dawson & Co Ltd, 27 London Road, High Wycombe, Buckinghamshire.

its terms of reference, would be more to the country's long-term financial advantage than to retain the funds in government securities, the purchasing power of which regrettably continues to be reduced by the fall in the value of money.

Surely, Sir, where there's a will there's a way? Yours faithfully, GEORGE J. LEVY, 119 Mount Street, W1, March 15.

From Sir Thomas Bailey. Sir, Perhaps Lord Eccles (March 14) would comment on the action of the Conservative Government in 1957 or thereabouts, in removing £50m from the National Land Fund set up by Dr Hugh Dakin in 1946. And why should the £18m reportedly still in the Fund be virtually under Treasury control?

Yours truly, THOMAS S. BAZLEY, Eastleach Folly, Near Hamper, Cirencester, Gloucestershire, March 14.

Taking up the vital point in the last paragraph of Mr Denis Mahon's letter (March 15), it is arguable that to use the National Land Fund in an instance such as Mentmore, which conforms so well to

effectiveness of health care delivery. More effective use of the doctors available could mitigate, if not deserv, the "need" for more doctors.

At present there is a risk that the supply of doctors will exceed "demand". Whilst I agree that there is a need to avoid precipitate action, the continued expansion of the output of medical schools should be checked, so that there is an output of 4,000 new doctors per year (at a unit cost of £30,000) will be too large if public expenditure constraints are to be held, immigrant doctors not forced out of NHS posts, and salaries are to be maintained. Obviously we can employ more doctors if we wish to spend part of the North Sea oil "bonanza" on health care (but do we?), if we wish to exclude foreign doctors by language proficiency tests (a form of import tariff), or if doctors' salaries are allowed to fall more substantially (but think of the consequences for labour relations!).

As Arthur Walker and I have argued in our evidence to the Royal Commission, there is a wide range of choice for policy makers. It is clear that before choices are made the options should be fully investigated by more careful analysis than has characterized recent debate on the important and expensive issue. Yours faithfully, ALAN MAYNARD, Department of Economics and Related Studies, University of York, Heslington, York, March 14.

No Sunday post collection

From Sir Robert Lusty. Sir, The actions and reactions of the Post Office render coherent thought almost impossible. So besotted are they with their own inefficiencies that they spare no effort to impose these on others.

Their casual refusal to reinstate Sunday collections must be against the wishes of virtually every one of their customers. Were they not a monopoly such a decision would put them rapidly out of business. It is not simply the loss of a Sunday collection. It confounds almost the entire week. In this area (and in many, many others) there is virtually no collection between Friday afternoon and Monday morning. The one on Saturday is made at 9.30 am which is practically useless.

The Post Office seems obsessed with the passion to invest hundreds of millions of pounds in telephonic enterprises. Their business is communication and the posting of a letter is as important a part of it as making a telephone call. I do not know, but my guess is that the majority of our captive customers would prefer the ability to post a letter on Sunday than to dial a call to Afghanistan. Yours faithfully, ROBERT LUSTY, The Old Silk Mill, Blockley, Moreton-in-Marsh, Gloucestershire, March 12.

Splitting the Treasury

From Mr V. H. Woodward. Sir, It is perhaps inevitable that the case for splitting up the Treasury is being made because of the errors in public expenditure planning over the past few years. It is believed that the isolation of the spending department will facilitate control. But the past lack of control is less a technical matter than a fundamental weakness in economic management—the almost total absence of strategic thinking in Whitehall.

Apart from the brief period of the DEA, the attention given to medium-term policy in Whitehall has been minimal. This is not to say anything along the lines of the National Plan should be repeated. But medium-term economic policy has been narrow, conservative and this continues to be the case.

The explanation for this is complex. But fundamentally it is because Whitehall accepts no responsibility for strategic planning so medium-term policy options are not properly considered and the mass of analytical work is devoted to short-term developments. This has encouraged a "wait and see" attitude and what has passed for policy has consequently consisted of reaction to short-term crises.

The Treasury should be split to isolate the economic management side and to make the public expenditure section subservient to it. Greater responsibility for medium-term planning should be institutionalised in the Treasury. Only in this way will it be possible to give the necessary central direction and continuity to industrial strategy, regardless of the political colour in which it is cast. Yours faithfully, V. H. WOODWARD, Department of Applied Economics, University of Cambridge, Sidgwick Avenue, Cambridge, March 3.

Aborigine XI at Lord's

From Professor D. J. Mulvaney. Sir, During this nostalgic century season of cricketing reminiscence, it is unfortunate that commentators have ignored an earlier century landmark in England-Australia fixtures. This is surprising, because their omission concerns the first formal contest between a touring Australian side and the Marylebone Cricket Club, played a decade before the first Test series. It is regrettable, because treating it as a non-event represents a slight to the dignity of Australian Aboriginal people, who merit greater consideration.

On June 12-13, 1868, a team of ten Australian Aborigines was led onto the Lord's field by their captain, Charles Lawrence, a former Surrey player of some merit. The MCC played a distinguished team, including its former President, the Duke of Devonshire and Viscount Downe, a future President. MCC trailed on the first innings but won by 55 runs, despite the fact that Eton and Hampshire representative, Lieutenant-Colonel Bathurst, failed to score in both innings.

It is unfortunate that this interesting episode in cricketing race relations, in a period not noted for its tolerance, has made so little impact on historians of the game. The tour cannot be dismissed, as some writers have done, as "not cricket". The record of their 47 English fixtures, of which they won 14 and lost an equal number, establishes that their playing standards met those of English cricket of that day. No less an authority than V. G. Grace concluded that they "acquired themselves very well". Indeed, the honours for individual performances at Lord's, including the visiting "Mulligan's" first innings score of 75 was the highest of the match, and he also took eight wickets. Cuzens, who bowled true overarm deliveries, then the current rules innovation, finished with 10 wickets from 60 overs, at a cost of 117 runs.

The former Australian Test captain, Ian Johnson, once praised the "unique" achievement of "the first of our teams to tour England", and compared the Aboriginal approach to the game to that of latter-day West Indians. It is doubtful whether these "forgotten" men of Australian cricket were represented at the current Melbourne celebrations by any officially invited representatives of their race. Yours faithfully, D. J. MULVANEY, Commonwealth Visiting Professor, University of Cambridge, 19 Wilberforce Road, Cambridge, March 12.

Fashion

by Prudence Glynn

Aspects of British fashion

The carriage trade

The only shabby thing about Elinor Glyn was the way that she was treated by Lord Curzon, and we now know that all that was attributable to his brutal nanny. Otherwise the author of *Three Weeks*, the book considered the most immoral and probably the most unreadable until *Lady Chatterley's Lover*, was in an envious position vis-à-vis her wardrobe. Not only was the whole world of Edwardian splendour and opulence at her feet with a multitude of willing hands—or at any rate necessitous hands—to stitch and frill and goffer and drape the female form divine, but she did not even have to go to Paris for her frocks.

Elinor Glyn was the sister of Lucile, Lady Duff-Gordon, and her ladyship considered herself the equal of, if not superior to, such emergent talents as Paul Poiret. Elinor loyally gave it as her opinion that to dress in Paris was vulgar (Mrs Asquith was shortly to be told that it was unpatriotic) but one need not discard her remark as too sisterly or too chauvinistic. Fashion is after all the most personal of arts, and the sisters were well matched in style in their different ways. If Elinor celebrated Romance in prose, Lucile invented the beautiful mannequin and the negligee. She was keen on swags of roses and impossibly hot-house decor, too.

Thus when Thames TV produced *Three Weeks* as the second in its series of dramatizations of the work of what one might call the *fin de siècle* Barbara Cartlands, it was appropriate that the costume designer, Diana Thurley, realized that not only did Elinor Glyn identify with her heroine in emotions, but in fashion, too. The princess has long, dark red hair. She is a certain age, for Elinor can only saw that three



Two outfits from Chatelaine, 78a Chelsea Manor Street SW3, tel 01-352 2332. Something else that they do very well is the unlined coat or suit, because they have a tailor and a workroom which understands how perfectly such things must be made inside.

Left: The sort of resort clothes which are so hard to find. In silky finish, minimum care pure cotton, a bra top, flat basqued skirt and easy jacket piped in black to wear together or mix and match with T-shirts, shawls, blouses, bikinis, shorts, what you will. £75 complete.

Right: Navy tweed unlined jacket, soft and close to the body, prim white spring blouse, easy A-line skirt, impeccably cut. The suit costs £165, the blouse £35.

Photographs by Peter Ahehurst



"They're usually gardening, or doing good works", says Jennifer Lucas, who runs one of the nicest places for personal attention I have come across. You just have to recognize that they're quite different from French women, say, who never admit they're old and willingly spend hours working out their style.

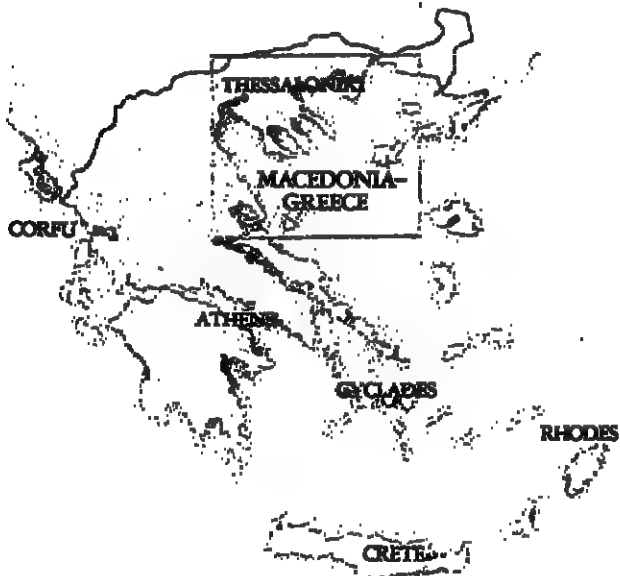
Chatelaine is the name of the shop Miss Lucas runs, and her partner and designer there is a very talented Canadian, trained under Cavanagh, called Donald Campbell. Miss Lucas is herself an able dressmaker with a successful private business to prove it, but at Chatelaine, though the quality is what you could ask in couture—but with none of that misplaced insistence on tradition which has killed some of our other jouses—much of the trade is off the peg. "We find that most women just want some alterations, not the whole thing made to measure. It's a question of time, and interest, as well as money", says Miss Lucas. You can in fact have anything made to measure at Chatelaine for an extra £60, but the cut of the general stock is so good and so flattering I guess that with a few adjustments it fits 90 per cent of their customers.

Who are their customers these days, I wondered. "Well, we don't make T-shirts because from us a T-shirt just simply wouldn't be at T-shirt price", says Donald Campbell. What they will make is a tweed coat in June, a cotton trousseau in December, and simply everything in the finest quality fabrics, pure wools, pure cotton jersey, pure silk crepe de chine and so on. The essence of the Chatelaine collection is flexibility. It is all beautifully made and subtly cut, but it is not, unless you demand it—that awesome special occasion look, which Englishwomen are so apt to opt for and then regret. You can dress up with a silk shirt or dress down with an M and S pol. The resort clothes and the travelling sets are particularly good since Mr Campbell listens to what his customers want and cannot find.

Chatelaine is a small shop with a sympathetic atmosphere and real carriage trade service. Anyone of any age could get a dress there to seduce anyone in—and indeed it is the perfect place to get a wardrobe for *Three Weeks*, even if today it is business not pleasure that takes you. And it is British; Elinor would have approved.

I see no reason why this Macedonia-Greece I love so dearly should not rule the entire world.

Alexander the Great. 356 BC-323 BC



Sweeping words indeed, but a promise that was to come within an ace of realisation.

The power of Macedonia-Greece was firmly established upon Alexander's ascension to the throne, but his achievements in spreading the Grecian world fourfold, in bringing the mighty Persian empire to its knees, in conquering the existing India, and in conceiving the invasion of Arabia only to die in its planning, made him the greatest warrior the world has ever witnessed.

His death, at all of 32, marked the sunset to the long day of Classical Greece, but the beauty of the land from whence he came has dimmed not one degree.

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Spring and autumn match the latest tourist trend. A temperate climate. Uncrowded beaches. A local at his most relaxed. And a peace that defies description.

Whilst the summer months, a magnet for the perennial sun-worshipper, are fast creating the newest sunshine playground of Europe.

Thessaloniki, the second city of Greece, combines all the modern comforts of Mediterranean style living with surrounding countryside and coastlines of simply breathtaking beauty.

From the charming fishing ports of Kavalla and bustling Alexandroupolis. To the lush green islands of Thassos and Limnos.

From heady Mount Olympus, revered "seat of the Gods" To the mosaics of historic Pella, birth-place of Alexander himself.

And most magnificent of all, the Halkidiki peninsula, its three "prongs," like Poseidon's trident, stretching deep into the Aegean.

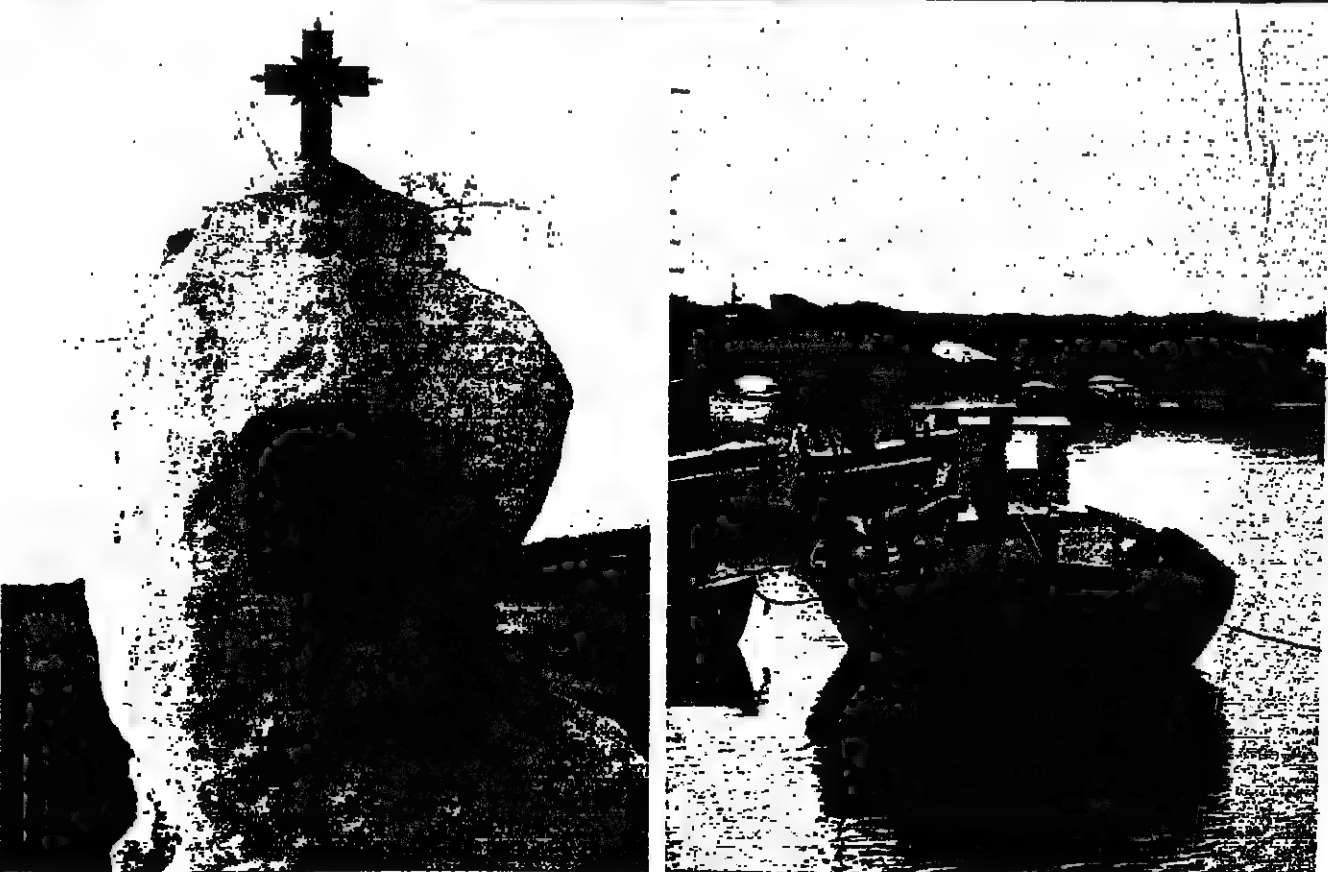
Kassandra, pampering the luxury tourist. Sithonia, the enchantingly unspoilt camping paradise. And medieval Mount Athos, harbouring its mysterious, age-old monasteries.

Halkidiki has been called the most beautiful landscape in all Greece. But that is for you, and you alone, to decide.

There are a thousand holidays within the Grecian world, and with a National Airline, Olympic Airways, flying direct to Thessaloniki and Athens, and on to all points beyond, they are all merely a few hours away.

Just write to: The National Tourist Organisation of Greece, 195-7 Regent Street, London W1. Or call 01-734 5997/8/9. Or ask your travel agent.

And if you choose Macedonia-Greece as your starting point, it is perhaps comforting to know that the world's most illustrious warrior once did exactly that.



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For Really Discerning Drinkers

HIGH & DRY

Really Dry Gin

A black and white photograph of a bottle of High & Dry Really Dry Gin. The bottle is dark with a light-colored label that features the brand name and a crest. The bottle is positioned on the right side of the advertisement, next to the main text.

1937-38	1938-39	1939-40	1940-41	1941-42	1942-43	1943-44	1944-45	1945-46	1946-47	1947-48	1948-49	1949-50	1950-51	1951-52	1952-53	1953-54	1954-55	1955-56	1956-57	1957-58	1958-59	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66	1966-67	1967-68	1968-69	1969-70	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53	2053-54	2054-55	2055-56	2056-57	2057-58	2058-59	2059-60	2060-61	2061-62	2062-63	2063-64	2064-65	2065-66	2066-67	2067-68	2068-69	2069-70	2070-71	2071-72	2072-73	2073-74	2074-75	2075-76	2076-77	2077-78	2078-79	2079-80	2080-81	2081-82	2082-83	2083-84	2084-85	2085-86	2086-87	2087-88	2088-89	2089-90	2090-91	2091-92	2092-93	2093-94	2094-95	2095-96	2096-97	2097-98	2098-99	2099-00	2100-01	2101-02	2102-03	2103-04	2104-05	2105-06	2106-07	2107-08	2108-09	2109-10	2110-11	2111-12	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92	2292-93	2293-94	2294-95	2295-96	2296-97	2297-98	2298-99	2299-00	2300-01	2301-02	2302-03	2303-04	2304-05	2305-06	2306-07	2307-08	2308-09	2309-10	2310-11	2311-12	2312-13	2313-14	2314-15	2315-16	2316-17	2317-18	2318-19	2319-20	2320-21	2321-22	2322-23	2323-24	2324-25	2325-26	2326-27	2327-28	2328-29	2329-30	2330-31	2331-32	2332-33	2333-34	2334-35	2335-36	2336-37	2337-38	2338-39	2339-40	2340-41	2341-42	2342-43	2343-44	2344-45	2345-46	2346-47	2347-48	2348-49	2349-50	2350-51	2351-52	2352-53	2353-54	2354-55	2355-56	2356-57	2357-58	2358-59	2359-60	2360-61	2361-62	2362-63	2363-64	2364-65	2365-66	2366-67	2367-68	2368-69	2369-70	2370-71	2371-72	2372-73	2373-74	2374-75	2375-76	2376-77	2377-78	2378-79	2379-80	2380-81	2381-82	2382-83	2383-84	2384-85	2385-86	2386-87	2387-88	2388-89	2389-90	2390-91	2391-92	2392-93	2393-94	2394-95	2395-96	2396-97	2397-98	2398-99	2399-00	2400-01	2401-02	2402-03	2403-04	2404-05	2405-06	2406-07	2407-08	2408-09	2409-10	2410-11	2411-12	2412-13	2413-14	2414-15	2415-16	2416-17	2417-18	2418-19	2419-20	2420-21	2421-22	2422-23	2423-24	2424-25	2425-26	2426-27	2427-28	2428-29	2429-30	2430-31	2431-32	2432-33	2433-34	2434-35	2435-36	2436-37	2437-38	2438-39	2439-40	2440-41	2441-42	2442-43	2443-44	2444-45	2445-46	2446-47	2447-48	2448-49	2449-50	2450-51	2451-52	2452-53	2453-54	2454-55	2455-56	2456-57	2457-58	2458-59	2459-60	2460-61	2461-62	2462-63	2463-64	2464-65	2465-66	2466-67	2467-68	2468-69	2469-70	2470-71	2471-72	2472-73	2473-74	2474-75	2475-76	2476-77	2477-78	2478-79	2479-80	2480-81	2481-82	2482-83	2483-84	2484-85	2485-86	2486-87	2487-88	2488-89	2489-90	2490-91	2491-92	2492-93	2493-94	2494-95	2495-96	2496-97	2497-98	2498-99	2499-00	2500-01	2501-02	2502-03	2503-04	2504-05	2505-06	2506-07	2507-08	2508-09	2509-10	2510-11	2511-12	2512-13	2513-14	2514-15	2515-16	2516-17	2517-18	2518-19	2519-20	2520-21	2521-22	2522-23	2523-24	2524-25	2525-26	2526-27	2527-28	2528-29	2529-30	2530-31	2531-32	2532-33	2533-34	2534-35	2535-36	2536-37	2537-38	2538-39	2539-40	2540-41	2541-42	2542-43	2543-44	2544-45	2545-46	2546-47	2547-48	2548-49	2549-50	2550-51	2551-52	2552-53	2553-54	2554-55	2555-56	2556-57	2557-58	2558-59	2559-60	2560-61	2561-62	2562-63	2563-64	2564-65	2565-66	2566-67	2567-68	2568-69	2569-70	2570-71	2571-72	2572-73	2573-74	2574-75	2575-76	2576-77	2577-78	2578-79	2579-80	2580-81	2581-82	2582-83	2583-84	2584-85	2585-86	2586-87	2587-88	2588-89	2589-90	2590-91	2591-92	2592-93	2593-94	2594-95	2595-96	2596-97	2597-98	2598-99	2599-00	2600-01	2601-02	2602-03	2603-04	2604-05	2605-06	2606-07	2607-08	2608-09	2609-10	2610-11	2611-12	2612-13	2613-14	2614-15	2615-16	2616-17	2617-18	2618-19	2619-20	2620-21	2621-22	2622-23	2623-24	2624-25	2625-26	2626-27	2627-28	2628-29	2629-30	2630-31	2631-32	2632-33	2633-34	2634-35	2635-36	2636-37	2637-38	2638-39	2639-40	2640-41	2641-42	2642-43	2643-44	2644-45	2645-46	2646-47	2647-48	2648-49	2649-50	2650-51	2651-52	2652-53	2653-54	2654-55	2655-56	2656-57	2657-58	2658-59	2659-60	2660-61	2661-62	2662-63	2663-64	2664-65	2665-66	2666-67	2667-68	2668-69	2669-70	2670-71	2671-72	2672-73	2673-74	2674-75	2675-76	2676-77	2677-78	2678-79	2679-80	2680-81	2681-82	2682-83	2683-84	2684-85	2685-86	2686-87	2687-88	2688-89	2689-90	2690-91	2691-92	2692-93	2693-94	2694-95	2695-96	2696-97	2697-98	2698-99	2699-00	2700-01	2701-02	2702-03	2703-04	2704-05	2705-06	2706-07	2707-08	2708-09	2709-10	2710-11	2711-12	2712-13	2713-14	2714-15	2715-16	2716-17	2717-18	2718-19	2719-20	2720-21	2721-22	2722-23	2723-24	2724-25	2725-26	2726-27	2727-28	2728-29	2729-30	2730-31	2731-32	2732-33	2733-34	2734-35	2735-36	2736-37	2737-38	2738-39	2739-40	2740-41	2741-42	2742-43	2743-44	2744-45	2745-46	2746-47	2747-48	2748-49	2749-50	2750-51	2751-52	2752-53	2753-54	2754-55	2755-56	2756-57	2757-58	2758-59	2759-60	2760-61	2761-62	2762-63	2763-64	2764-65	2765-66	2766-67	2767-68	2768-69	2769-70	2770-71	2771-72	2772-73	2773-74	2774-75	2775-76	2776-77	2777-78	2778-79	2779-80	2780-81	2781-82	2782-83	2783-84	2784-85	2785-86	2786-87	2787-88	2788-89	2789-90	2790-91	2791-92	2792-93	2793-94	2794-95	2795-96	2796-97	2797-98	2798-99	2799-00	2800-01	2801-02	2802-03	2803-04	2804-05	2805-06	2806-07	2807-08	2808-09	2809-10	2810-11	2811-12	2812-13	2813-14	2814-15	2815-16	2816-17	2817-18	2818-19	2819-20	2820-21	2821-22	2822-23	2823-24	2824-25	2825-26	2826-27	2827-28	2828-29	2829-30	2830-31	2831-32	2832-33	2833-34	2834-35	2835-36	2836-37	2837-38	2838-39	2839-40	2840-41	2841-42	2842-43	2843-44	2844-45	2845-46	2846-47	2847-48	2848-49	2849-50	2850-51	2851-52	2852-53	2853-54	2854-55	2855-56	2856-57	2857-58	2858-59	2859-60	2860-61	2861-62	2862-63	2863-64	2864-65	2865-66	2866-67	2867-68	2868-69	2869-70	2870-71	2871-72	2872-73	2873-74	2874-75	2875-76	2876-77	2877-78	2878-79	2879-80	2880-81	2881-82	2882-83	2883-84	2884-85	2885-86	2886-87	2887-88	2888-89	2889-90	2890-91	2891-92	2892-93	2893-94	2894-95	2895-96	2896-97	2897-98	2898-99	2899-00	2900-01	2901-02	2902-03	2903-04	2904-05	2905-06	2906-07	2907-08	2908-09	2909-10	2910-11	2911-12	2912-13	2913-14	2914-15	2915-16	2916-17	2917-18	2918-19	2919-20	2920-21	2921-22	2922-23	2923-24	2924-25	2925-26	2926-27	2927-28	2928-29	2929-30	2930-31	2931-32	2932-33	2933-34	2934-35	2935-36	2936-37	2937-38	2938-39	2939-40	2940-41	2941-42	2942-43	2943-44	2944-45	2945-46	2946-47	2947-48	2948-49	2949-50	2950-51	2951-52	2952-53	2953-54	2954-55	2955-56	2956-57	2957-58	2958-59	2959-60	2960-61	2961-62	2962-63	2963-64	2964-65	2965-66	296
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TUC to demand stiffening of proposed law on price controls and freezes

By Derek Harris

The TUC is expected to tell the Government this week that it wants a strengthening of the proposed legislation for price controls after the summer, with widened powers for freezing prices including those in the shops. It also wants the Government to take specific powers for ordering cuts in prices.

Mr Hattersley, Secretary of State for Prices and Consumer Protection, has already made clear that when the revamped Price Commission investigates a price rise and decides it is not justifiable, either whole or in part, a price freeze can apply for up to 12 months after the date of the commission's action on the price.

In any case Mr Hattersley, in his consultative document, proposed that there should be a price freeze of up to three months during an investigation; although safeguards against this seriously affecting a company's affairs are proposed.

The Confederation of British Industry has wanted the three-month freeze scrapped with a rollback of prices only if the commission decides against a rise.

But the TUC, it is understood, will ask the Government not only to make "maximum use" of the 12-month freeze period but also to give Mr Hattersley specific power to review the position at the end of the period.

The union leaders also want powers for a three-month price

CBI angry at possible 'sell-out'

By Ronald Enler

Confederation of British Industry members are so angry about the possibility of being "sold out" to the TUC on the future of price controls that at yesterday's council meeting there were moves to abandon the consultative meeting scheduled for Friday with Mr Hattersley, Secretary of State for Prices and Consumer Protection.

This is the last day for consultations on the proposals contained within the Government's consultative document for a new price code to take effect from August 1.

Lord Watkinson, CBI president, said yesterday that the council had decided to go ahead with Friday's meeting, but had given the CBI negotiators a mandate to press three points: They will demand that the new legislation runs for only one year and will strongly oppose any attempt to make the new code permanent. They want reduced paperwork for companies, and controls of what they regard as the random powers of intervention by the Secretary of State and the long-term price freeze effects, his action could have.

The CBI president said that the price rises coming into the shops today were largely "because of the Government's failure to 'bite the economic bullet' early last year and the resultant slump in sterling. This would make a further phase of pay policy harder to negotiate for both the Government and the TUC, but the CBI must be reduced its rate of inflation to about 5 per cent by the middle of next year.

To meet this objective, the next round of pay restraint would have to have a ceiling of 5 per cent to 6 per cent, the national pay bill. Lord Watkinson said that it would be a miracle if this were achieved, especially as there must be an element of flexibility within the proposals.

Derek Harris writes: An implicit threat of non-cooperation came last night from the Retail Consortium after a



Mr Godber, left, chairman of the Retail Consortium and Mr Richard Weir, a director before yesterday's talks with Mr Hattersley.

OECD fears of huge oil payments deficit

By David Blake

There is now growing concern in international monetary circles that the surplus of oil-producing countries will turn out to be longer lasting and more difficult to absorb than has been understood up to now.

Senior economists at the Organisation for Economic Co-operation and Development are believed to have produced estimates suggesting that by 1980 the 24 western industrial nations which make up OECD will have built up a cumulative deficit of \$110,000m.

During the period from 1974 to 1980 the non-oil-producing, less-developed countries are expected to have a deficit of \$160,000m. The oil producers are expected to have built up a surplus of \$250,000m by 1980 and \$350,000m by 1985.

While recognizing that forecasting ahead for such a long period is fraught with difficulties, the experts fear that the clear picture which is beginning to emerge is one in which the expectation of recent years that Opec surplus would decline fairly rapidly during the rest of this decade no longer looks likely.

One major reason for the change in thinking is the pessimistic estimates which have emerged recently about the ability of the West to cut down its dependence on imports of oil from the Middle East.

A recent OECD report estimated that by 1985, total oil imports by the industrialized world would need to rise by nearly 40 per cent from their 1974 level of 35 million barrels a day.

This sustained increase will not merely increase the revenues of oil producers through

City critical of DoT inquiry into Dowgate

By Margaret Drummond

A major controversy is likely in the City over the handling of the Department of Trade investigation into Dowgate & General and CST Investments, two companies formerly associated with Mr Christopher Selmes, the financier.

It is thought that the Take-over Panel, the City's self-regulatory body, may be among the parties complaining about the conduct of the investigation after the receipt by numerous individuals in the financial world of provisional criticisms from the inspectors.

Complaints are being made to the Department of Trade that the inspectors have been issued while witnesses prepared to corroborate the individuals' versions of events have yet to be interviewed, and there is some dissatisfaction with the choice of Mr Joseph Jackson, QC, as the head of the department's investigation.

It is thought that the Take-over Panel may have declined to submit to the inspectors' jurisdiction because it is felt that to do so would breach the principle of confidentiality upon which its effectiveness in the City largely depends.

In the course of their inquiries the inspectors have investigated the circumstances leading up to Mr Selmes' acquisition of the Grendon Trust in 1973.

At the time of Mr Selmes' takeover the panel conducted its own inquiries. It issued a statement in which it reprimanded two Grendon directors, the Duke of St Albans and Mr John Bishop, over certain financial sales of shares to Mr Selmes, but said it found no evidence of any collusion or action among the various parties called to the hearing.

The Department of Trade report is at the drafting stage, although the inspectors have not yet interviewed Mr Selmes, who last week said he would not take part in the investigation because of a potential conflict of interests arising from his former retention of Mr Jackson as adviser in divorce proceedings.

Mr Jackson appears to be a somewhat unusual choice of adviser, but his role in the most complex cases is well known. It is understood that he is the first divorce lawyer ever chosen to lead a Department of Trade investigation.

Complaints revealed last week concerning the consultation of businesses appear to have met with some response. Yesterday the individuals against whom provisional criticisms had been made received a letter from the inspectors inviting them to re-submit names of witnesses they wish to be interviewed.

The situation over the handling of the Dowgate inquiry is just one of a series of criticisms of the Department of Trade's investigatory procedures, which are now being reviewed.

There is dissatisfaction with the fact that the individual, once criticised in a report, has no right of appeal, and that inspectors can indulge in colourful defamation of character under the cloak of privilege.

Some feel that the problems stemming from the "Sterling Chamber" flavour of the investigations have been highlighted recently by the cases of Norwest Holst and Credit Collections, where the respective boards appear to be completely in the dark about the nature of the reasons for a Department of Trade inquiry into their affairs.

Views on British car crisis from group executives, NEB and Whitehall

MPs hear about Leyland's lost distributors

By Malcolm Brown

British Leyland has been losing distributors at the rate of one or two a week over the past few weeks and 50 and 60 dealerships have been lost over the last 12 months.

This was disclosed yesterday by Mr Derek Whitaker, managing director of Leyland Cars, under questioning from the Trade and Industry Sub-committee of the Commons Committee on Expenditure.

In one of the most heavily attended meetings of the sub-committee for many years Lord Ryder, chairman of the National Enterprise Board, Sir Peter Carey, Permanent Secretary at the Department of Industry, and Leyland directors, all agreed that the present crisis had thrown the company off course, but that until the early part of this year it had been following the paths set down with a considerable degree of success.

Lord Ryder said that he could not underline sufficiently the gravity of the situation. Leyland was in the midst of one of the most critical stages that any company could foresee.

Despite persistent questioning from committee members Sir Richard Dobson, the British Leyland chairman, and Mr Alex Park, its chief executive, refused to be drawn into speculation about the future structure of the group if money was not forthcoming from the Government on the kind of scale which had been expected.

Sir Richard described as hypothetical a series of questions on how the British Leyland board would disburse limited funds if the Government money expected was not forthcoming.

He refused to answer questions which were clearly aimed at eliciting from him what contingency plans the company might have for a restructuring operation. The furthest that the company had gone, he said, was "contingency thoughts".

Lord Ryder revealed that the NEB had within the last week paid over a further £25m to Leyland, bringing to £50m the total sum passed over to the company.

The remainder of the £100m which the NEB had advised should be made available to Leyland had not been taken up. But it was stressed that Leyland had a legal entitlement to the money.

Considerable emphasis was placed by Lord Ryder on the ratio of 1.4 to 1 which his committee had decided was the correct balance between money

Investment of £5,100m in chemicals

By Our Industrial Correspondent

The chemical industry in Britain is planning to spend £5,100m on new production facilities in the next three years. This bold investment plan will elevate Britain to a leading position in Europe.

These high levels of investment were revealed yesterday by the Chemical Industries Association in its latest survey of investment intentions.

Industry planners estimate that the spending programme involving £3,300m in fixed capital expenditure in 1977-79 and boosted by further £1,800m in additional working capital will provide jobs for 70,000 people in design, construction and plant operation.

The rise in investment represents a 17 per cent volume increase and a 32 per cent rise by value. Actual expenditure this year is expected to total about £900m and rising in the next two years to reach about £1,270m with an increasing proportion of the investment being in Scotland.

Mr Bryn Rigby, chairman of the association's trade affairs board, told a press conference in London: "Since 1973 there has been a steady increase in the rate of investment in real terms. In money of the day terms this increase has been reflected as a result of the review of the corporation's plant closure programme carried out by Lord Sewick, former Minister for Industry two years ago. Closure was postponed to 1980-81. Now its future will not be reviewed again until 1982-83."

BSC plans for Shotton have been vehemently contested by unions, workers and local authorities on Deeside and the climbdown by the corporation— Influenced by social considerations and less optimistic projections of demand — means, according to the corporation, that steel output from Shotton will now be required "for many years to come".

The corporation submitted the results of its review to the Department of Industry only recently.

Mr Varley told MPs that the BSC felt development of Port Talbot remained the most economic

Port Talbot go-ahead, Shotton reprieve in BSC compromise

By Peter Hill

British Steel has dropped its controversial plan to end steel-making operations at its Shotton works in North Wales; and yesterday it received government approval for spending £835m on the expansion of its plant at Port Talbot in South Wales.

These decisions brought to an end three years of prevarication and bitter exchanges between Whitehall and the BSC over the corporation's development strategy. They represent a compromise which has been influenced to a considerable degree by Sir Charles Villiers, the BSC chairman.

His predecessor, Sir Monty Finniston, was bitterly disappointed that Mr Varley, Secretary of State for Industry, refused the Port Talbot go-ahead last summer and insisted on a review of the Shotton-Port Talbot situation.

Under the original plan, the phased closure of the Shotton steel plant should have been started last year and completed next year; but the plant and the jobs of 6,000 workers were reprieved as a result of the review of the corporation's plant closure programme carried out by Lord Sewick, former Minister for Industry two years ago. Closure was postponed to 1980-81. Now its future will not be reviewed again until 1982-83.

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Borthwick raises offer for FMC

By Ronald Pullen

Events moved swiftly yesterday in the keenly contested bid for FMC, Europe's largest meat wholesalers. No sooner had the NFU Development Trust countered the original approach from fellow meat traders Thomas Borthwick with a 97p a share cash offer than it brought higher terms from Borthwick.

Borthwick is now offering terms equivalent to 125p a share with a cash alternative of 97p a share, compared with its first seven-for-six share offer worth 105p with Borthwick up 3p to 90p yesterday. There is, however, the important proviso that the revised offer must be recommended by the FMC board.

The NFU Trust's full bid was triggered under Takeover Panel rules when the trust announced that it had purchased just over 500,000 FMC shares in all yesterday, taking its stake up from 42.85 to 47.9 per cent. The trust's 97p offer is equivalent to the highest price paid for FMC over the preceding year.

NFU Trust's initiative was not taken with FMC's agreement and Mr Jack Clarfett, FMC's chief executive, said: "It was a unilateral action by the farmers." He added that no action would be taken by the board until "the suitors are sorted out and all the relevant information is available".

Mr John Cossins, chairman of the trust said action had been taken "essentially to safeguard its position".

He did not think that any Borthwick involvement in FMC would be in line with the trust's original reasons for its stake in FMC, which was to secure a satisfactory outlet for its farming members.

He felt that the trust would need a "substantial stake in any combined group" and doubted if the 10 per cent or so they could be left with if Borthwick succeeded would satisfy these aims.

Meanwhile, Borthwick's offer decision is expected at the end of this week and the contents will concentrate on its plans for returning FMC to the £4m or so level of pre-tax profits.

Financial Editor, page 27

Bonn offers to back new IMF facility

From Peter Norman

Bonn, March 16

West Germany is to press for the creation of a new facility of the International Monetary Fund to provide financial aid to those industrial and developing countries that have exhausted their existing international credit lines.

Dr Hans Apel, Bonn's finance minister, disclosed tonight.

In making the initiative Germany wants to shift the debate in the North-South dialogue from Third World proposals for the establishment of a universal commodities stabilization fund and a moratorium on debt, he added.

The German Government wanted to put what he called the "sterile" debate on how to cure the balance of payments problems of Third World and industrial nations on to a more fruitful basis.

The minister will outline the German proposals at the next meeting of the IMF interim committee in Washington on April 28 and 29 and the plan will figure in the London economic summit discussions on May 7 and 8.

Cost of EEC's farm policy

Continued from page 1

about 7 per cent for the proposed "green" pound.

If the "green" pound were fully devalued to bring it into line with the ordinary pound, then food prices in the shops in Britain would rise, not by 10 per cent as at present threatened, but by 22 per cent.

This would add about 5 per cent to the retail price index. The balance of payments effects, which are also the true costs to British citizens of the CAP, after taking full credit for all benefits enjoyed by farmers, are calculated as the sum of: the Government's net contribution to the EEC's agricultural budget; and of the cost of food imports from all sources; less what the cost of all food imports would be if Britain were free to buy on world markets.

The study will appear in the Cambridge Economic Policy Review, to be published next Monday.

The authors observe that the present price support system is "extremely complex administratively and no single agency provides an overall view or accounting framework which ensures consistency". This they have sought to remedy.

Minister's Dunford ruling

By John Brennan

It now seems clear that the Office of Fair Trading's recommendation on Lombar's bid for Sheffield steelmaker Dunford & Elliott was overruled by Mr Hattersley, Secretary of State for Prices and Consumer Protection.

The Minister's decision not to take the OFT's advice and refer the deal to the Monopolies Commission appears to have been influenced by the support of Dunford's workforce for the agreed bid and by Lombar's argument about the export potential of linking the steelmaker with its overseas contacts.

It is believed that Lombar

Wall Street ahead

Wall Street gained 2.99 points to 968.00 yesterday, making a gain of more than 25 points over the past five sessions. Brokers reported a generally improved investing attitude after indications that the economy is recovering from the effects of the cold weather.

How the markets moved

Rises	
Assam Trading	10p to 330p
Bejan	8p to 107p
De Beers Ind	25p to 260p
FMC	16p to 102p
SHL C. Bristol	32p to 150p
Hill & Smith	4p to 37p
Lake & Elliot	5p to 50p
Falls	
Duncan, W.	10p to 310p
Finlay, J.	5p to 202p
Hamerley	5p to 260p
Imperial Ind	7p to 375p
Lilly FIC	4p to 35p
McLeod Russell	10p to 215p
Pratt, F. Eng	3p to 57p
Shellbear Price	
Shellbear	2p to 32p
Steele Rock	5p to 147p
Tomkins, F. H.	2p to 108p
Trade Indent	5p to 125p
Tricentral	8p to 33p
Unit City Merc	2p to 20p
Verecoring Ref	5p to 120p
Equities rallied from early falls	
Gilt-edged securities ended unchanged	
Standard rose 5 points to \$1,795	
The effective rate on the index was unchanged at 62.0 (December 1971=100)	
Gold rose \$1.25 an ounce to \$147.875	
SDR-6 was 1.15612 on Wednesday, while SDR-4 was 0.672597	
Commodity & Metals Index was at 1742.7 (previous 1738.5)	
Reports, pages 28 and 30	

THE POUND

	Bank	Bank
	buys	sells
Australia \$	1.62	1.57
Austria Sch	30.50	28.50
Belgium Fr	65.50	62.50
Canada	1.86	1.81
Denmark Kr	10.42	10.02
Finland Mk	6.75	6.50
France Fr	8.80	8.48
Germany DM	4.38	4.06
Greece Dr	65.00	62.00
Hongkong \$	8.20	7.75
Italy Lr	1553.00	1500.00
Japan Yr	308.00	288.00
Netherlands Gld	4.45	4.23
Norway Kr	9.33	8.97
Portugal Esc	68.50	64.50
S Africa Rd	1.97	1.84
Spain Pes	122.00	113.50
Sweden Kr	7.55	7.20
Switzerland Fr	4.56	4.26
US \$	1.76	1.71
Yugoslavia Dnr	34.75	32.50
Rates for small denomination bank notes		
as supplied yesterday by Barclays Bank, International Ltd. Different rates apply to travellers' cheques and other foreign currency business.		
Tata & Lyle		29
Union Corporation		28
Prepectures:		
East Anglian Water Company		26
The East Worcestershire Waterworks Company		26

The only non-stop to Cape Town.

To the fastest flight to South Africa, (our Monday 17.15 non-stop) SAA adds the only non-stop to Cape Town. Saturdays at 20.15 beginning April 2nd.

Flying this new route is a new plane. The Special Performance 747 Jumbo.

Only SAA flies this plane Heathrow to South Africa.

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Waterloo Street, Birmingham, 01-633 9605. Ropet Street, Glasgow, 041-221 7932.
Peter Street, Manchester, 061-524 4435.

Ford

BEARER DEPOSITARY RECEIPTS

Following the DIVIDEND DECLARATION by the Company on 13 January 1977, NOTICE is now given that the following DISTRIBUTION will become payable to Authorised Depositors on or after 11 March 1977 against presentation to the Depository (as below) of Claim Forms (obtainable from the Depository) listing Bearer Depositary Receipts.

Gross Distribution per Unit . . . 4.00 cents

Less 15% U.S. Withholding Tax . . . 0.60 cents

3.40 cents per unit

= £0.019830 per unit

Converted at \$1.7145

DEPOSITORY

National Westminster Bank Limited,
STOCK OFFICE SERVICES,
(2nd Floor)

41 LOTHURBY, LONDON, E.C.2

31 March 1977.

N Sea oil prices likely to rise next month

last year is that companies may have been building up stocks to take advantage of the Government's scheme which gives tax relief to profits from this source.

Domestic credit: The bulletin also confirms that the Government is well inside the ceiling for permitted Domestic Credit exposures of £7.5 billion. The ceiling of £9,000m set out in the letter of intent to the IMF after nine months (to mid-July) DCE stood at £4,000m. Companies may have been further building up the remaining month to February but is likely to rise fairly significantly in the final two months of the financial year.

The bulletin also states that net gift sales during the December quarter totalled a record £3,180m, bringing the total for the first nine months of the financial year to £4,630m.

Financial Editor, page 27

LETTERS TO THE EDITOR

Awkward economic choices

and the higher rates of income tax and the fact that it is better to make the ownership of war materials more efficient than to inhibit its productive use.

The alternative is to extend public ownership and try to make the production of war supplies more efficient. If they are not at arm's length, and not allowed access to Government funds, publicly-owned manufacturing concerns, selling in competition with private concerns in the international market, might do quite well—cf. Renault. There is no obvious reason why a publicly-owned concern should be less efficient than a privately-owned conglomerate.

In a democratic society the choice between socialism and

prospective damage is to be avoided.

Elaborating on this yesterday, Mr Michael English (Labour, Nottingham, West), Chairman of the General Sub-Committee, said that if the trend was extended further, it would ultimately result in highly skilled doctors and nurses working in decrepit hospitals.

Furthermore, in the view of some members of the Committee the unbalanced cuts in spending have an unfair distribution in their impact, being concentrated on the construction industry.

can be restored. In the meantime, we might pay some attention to the possibility of reducing unemployment and improving the balance of payments by shifting some public expenditure from grants and subsidies to public services like health and education which have relatively low import content and high labour content. It will be very surprising if private industry manages to absorb enough labour to bring unemployment below a tolerable 3 per cent in the foreseeable future.

Yours faithfully,
J. L. CARR,
56 Bournemouth Drive,
Horne Bay, Kent.

FORECASTS FOR THE BRITISH ECONOMY							
Year 1977/Year 1976						2nd half 1977	2nd half 1978
	NIESR (Feb)	LSB (Jan)	H (Mar)	HG (Feb)	P&D (Mar)	Treasury (Dec)	NIESR (Feb)
Consumption	-0.6	-0.5	0.9	1.6	-0.7	-2	-2.7
Private investment inc. housebuilding	3.3	1.8	4.4	5.1	0.0	0.0	2.5
Public investment inc. housebuilding	-9.2	-8.9	-9.4	-8.2	-6.5	-12½	-9.2
Public authorities consumption	-0.2	1.6	-0.1	1.6	1.4	½	-1.9
Exports	5.4	6.9	8.8	7.0	10.7	8½	9.6
Imports	3.2	5.3	4.8	2.8	6.3	1½	2.7
Stockbuilding (£m)	47	-284	470	43	330	500	384
Year 1977							
Gross domestic product after adjustment to factor cost	0.9	1.5	2.5	2.4	1.8	2	1.8
Inflation forecast	14.2	12.4	13.7	14.6	13.9	16*	12.2*
Balance of payments current account deficit (£m) Year 1977	+365	707	500	+539	400	1,000**	+1,086

NIESR National Institute of Economic and Social Research
LSB London Business School
H Heriety Centre
HG Hoare Govett, as provided by dataSTREAM
P&D Phillips & Drew

* Fourth qtr., 1977 on fourth qtr., 1976
 ** For 1977-78 given in Letter of Intent to the IMF
 All forecasts are in constant prices, seasonally adjusted and at annual rates. The stockbuilding and balance of payments forecasts in the second half 1977/second half 1978 section are forecasts for the second half of 1977 multiplied by two. Forecasts in 1970 prices.
 The forecasts by the Treasury, the NIESR and LSB are based on the assumption of unchanged policies. The forecasts by H, HG and P&D assume changes in policy. For details readers should refer to original sources. Categories in different forecasts are not completely comparable, but differences are minor. Differences in result also reflect differences in assumptions, model constructions and data at which work performed.
 The month in which work was published is given in brackets. Forecasts published by the Treasury twice yearly; NIESR, four times a year; LSB, three times a year; H, HG and P&D revise their forecasts every month.

Answering the critics of electricity

From Mr L. G. Brooks
 Sir, Regular readers of your correspondence columns cannot help but admire the persistence and eloquence of Mr Norman Jenkins (March 1) in his championship of combined heat and power. But he detracts from the strength of his case when he continually repeats the fallacy that electricity throws away two units for every one that it produces.

The electricity industry is not

g chief power

to fail to reply, or to give a false reply.

However, his powers to serve such a formal notice on companies were limited. He could do so only if he had reasonable grounds for believing a company to be a party to an unregistered pact.

The courts had said they were the arbiters of whether there were such grounds, and it was not enough for him to have strong suspicions.

"As you will imagine I find the whole limitation most inhibiting," he said.

"I dare not issue a formal inquiry notice unless I am really confident that I could, if necessary, show the courts that there is a restrictive agreement, which is really something of a nonsense because, if I could already prove the existence of an agreement, I would not be writing to a firm saying 'You are one, and are you in it?'"

Furthermore, it could be exceedingly difficult to obtain firm evidence which would convince a judge, especially in the case of a word-of-mouth pact between companies.

reprehensible waste of fuel. It is, on the contrary, a highly commendable converter of very low grade inputs (like power station coal or uranium) into a valuable, high grade product. The industrial production of electricity is a very different commodity from the materials consumed in its production. As with most production processes, the waste product—a very inflexible form of heat at something less than the heat value of the fuel—is substantially less valuable than even the low grade input materials.

It would be nice if we could find an economic use for this waste product—just as it would be nice if we could find an economic use for the waste products of other processes. Sometimes it is, when the circumstances are favourable, but it would be a mistake to spend more in recovering it than it is worth—which is what many of the misguided critics of centrally generated electricity would have us do—or to berate electricity for what we cannot use.

In the future, it is probably no chance, if it were possible

efficient, way of producing domestic hot water for the average family than by the over-light use of an immersion heater on a white meter. With a well-lagged tank and a sensible regime of use this would cost about £25 a year for a family of three people. It would make use of an existing network and a fuel that would not be put to better use in any other application.

Yours faithfully,
L. G. BROOKES,
Economics and Programmes
Branch,
United Kingdom Atomic Energy
Authority,
11 Charles II Street,
London SW1Y 4QP.

EEC concern on uranium supply from America

Brussels, March 16.—Delays in the deliveries of highly enriched uranium by the United States to the European Communities community will be discussed by Mr Guido Brunner, the Community energy commissioner, with Mr James Schleisinger, President Carter's energy adviser, and other American officials in Washington this week, a spokesman for Mr Brunner said today. The commissioner will be in Washington tomorrow and Friday. The problem of uranium supplies will be one of the priority subjects he wants to discuss, according to commission officials.

Commission officials noted that American supplies of highly enriched uranium had been delayed during the past six months, and offered a Washington explanation: that these delays were the result of administrative changes in the United States.

Under the EEC's atomic energy agency, contracted some 480 kilograms of enriched uranium from the United States Atomic Energy Commission last year.

So far, only 7.8 kilograms of the total contracted supplies have arrived in Europe, and commission officials are becoming increasingly concerned about the delays there.

Behind the delays than just administrative problems.—AP Dow Jones.

**THE EAST WORCESTERSHIRE
WATERWORKS COMPANY**
(Incorporated in England by Special Act of Parliament in 1877)

**OFFER FOR SALE BY TENDER OF
£1,000,000**

9 per cent. Redeemable Preference Stock, 1982
(which will mature for redemption at par on 31st March, 1982.)

Minimum Price of Issue — £101.50 per £100 Stock
yielding at that price, together with the associated *tax credit* at the current rate, £13.64 per cent

This Stock is an investment authorised by Section 1 of the Trustee Investments Act, 1961 and by paragraph 10 (as amended in its application to the Company) of Part II of the First Schedule thereto. Under that paragraph, the required rate of dividend on the Ordinary Capital of the Company was 4 per cent. but, by the Trustee Investments (Water Companies) Order, 1973, such rate was reduced to 2.5 per cent. in relation to dividends paid during any year after 1972.

The dividends on this Stock will be at the rate of 9 per cent. per annum without deduction of tax. Under the Imputation tax system the associated tax credit at the rate of 35/65ths of the dividend is equal to a rate of 4 11/13ths per cent. per annum.

Tenders for the Stock must be made on the Form of Tender supplied with the Prospectus and must be accompanied by a deposit of £10 per £100 nominal amount of Stock applied for and sent in a sealed envelope to DeLoitte & Co., New Issues Department, P.O. Box 297, 128, Queen Victoria Street, London EC4P 4JX marked "Tender for East Worcester Water Stock", so as to be received not later than 11 a.m. on Wednesday, 23rd March, 1977. The balance of the purchase money is to be paid on or before Friday, 15th April, 1977.

Copies of the Prospectus, on the terms of which alone Tenders will be considered, and Forms of Tender may be obtained from:—

Seymour, Pierce & Co.,
10, Old Jewry, London, EC2R 8EA.

Midland Bank Limited,
47, High Street, Bromsgrove, Worcestershire, B61 8AW
or from the Offices of the Company at 46, New Road, Bromsgrove, Worcestershire, B60 2JT.

NOTICE OF ISSUE

ABRIDGED PARTICULARS

Application has been made to the Council of The Stock Exchange for the undermentioned Stock to be admitted to the Official List.

East Anglian Water Company

(Incorporated in England by Special Act of Parliament in 1853)

OFFER FOR SALE BY TENDER OF

£1,000,000

9 per cent Redeemable Preference Stock, 1982

(which will mature for redemption at par on 31st March, 1982)

Minimum Price of Issue – £101.50 per £100 Stock

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The preferential dividends on this Stock will be at the rate of 9 per cent. per annum and no tax will be deducted therefrom. Under the imputation tax system which came into force on 8th April, 1973, the associated tax credit at the current rate of Advance Corporation Tax (35/65ths of the distribution) is equal to a rate of 4 11/13ths per cent. per annum.

Tenders for the Stock must be made on the Form of Tender supplied with the Prospectus and must be accompanied by a deposit of £10 per £100 nominal amount of Stock applied for and sent in a sealed envelope to Deloitte & Co., New Issues Department, P.O. Box 207, 128, Queen Victoria Street, London EC4P 4JX marked "Tender for East Anglian Water Stock", so as to be received not later than 11 a.m. on Wednesday, 23rd March, 1977. The balance of the purchase money is to be paid on or before 15th April, 1977.

Copies of the Prospectus, on the terms of which alone Tenders will be considered, and Forms of Tender may be obtained from:—

Seymour, Pierce & Co.,
10, Old Jewry, London EC2R 8EA.

Barclays Bank Limited
62, High Street, Lowestoft, Suffolk NR32 1HT.

or from the Offices of the Company at 163, High Street, Lowestoft, Suffolk NR32 1HT and
84, York Road, Great Yarmouth, Norfolk.

Leyland leading truck and van sales last month

Leyland led the sector of the commercial vehicle market in Britain last month, when overall sales were up by almost 10 per cent on February last year.

In the truck sector, Leyland was ahead of Ford, with sales of 1,137 compared with 1,090, and also dominated the car-derived vans and pick-up segments.

Figures issued by the Society of Motor Manufacturers and Traders yesterday showed that compared with February last year truck sales (vehicles over 1,000 cwt) were up by 9.1 per cent, car-derived vans and pick-ups by 28 per cent and other van sales by 25 per cent. But buses and coach sales, as well as sales of light commercial vehicles, were down.

The importers' share of the market rose from 12.1 per cent in February last year to 14.4 per cent.

Total commercial vehicle sales rose 9.7 per cent to 18,732 units from 17,077 a year earlier.

Commercial vehicle sales for the first two months of 1976 totalled 35,620 units, up 0.2 per cent from 35,396 in the first two months of 1975.

Chrysler men go back

An unofficial 12-day strike by two top Chrysler executives, who were on a tour of the plant at Linwood, Renfrewshire, ended yesterday. The 450 men involved decided at a mass meeting to go back to work.

EEC concern on uranium supply from America

Brussels, March 16.—Delay in the deliveries of highly enriched uranium by the United States to the European Economic Community will be discussed by Mr. Guido Brunner, the Community energy commissioner, with Mr. James Schleisinger, President Carter's energy adviser, and other American officials in Washington this week, a spokesman for Mr. Brunner said today.

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Euratom, the EEC's atomic energy agency, contracted some 480 kilograms of enriched uranium from the United States Atomic Energy Commission a little over a year ago.

So far, only 7.8 kilograms of the total contracted supplies have arrived in Europe, and commission officials are becoming increasingly concerned about the delays that may have administrative problems.—AP Dow Jones.

Application has been made to the Council of the Stock Exchange for the ununderwritten
Stock to be admitted to the Official List.

THE EAST WORCESTERSHIRE WATERWORKS COMPANY

(Incorporated in England by Special Act of Parliament in 1877)

OFFER FOR SALE BY TENDER OF £1,000,000

9 per cent. Redeemable Preference Stock, 1982 (which will mature for redemption at par on 31st March, 1982.)

Minimum Price of Issue — £101.50 per £100 Stock yielding at that price, together with the associated tax credit at the current rate, £13.64 per cent

This Stock is an investment authorised by Section 1 of the Trustee Investments Act, 1961 and by paragraph 10 (as amended in its application to the Company) of Part II of the First Schedule thereto. Under the paragraph, the required rate of dividend on the Ordinary Capital of the Company was 4 per cent. but, by the Trustee Investments (Water Companies) Order, 1973, such rate was reduced to 2.5 per cent. in relation to dividends paid during any year after 1972.

The dividends on this Stock will be at the rate of 9 per cent. per annum without deduction of tax. Under the Imputation tax system, the associated tax credit at the rate of 35/65ths of the distribution is equal to a rate of 4 11/13ths per cent. per annum.

Tenders for the Stock must be made on the Form of Tender supplied with the Prospectus and must be accompanied by a deposit of £10 per £100 nominal amount of Stock applied for and sent in a sealed envelope to Deloitte & Co., New Issues Department, P.O. Box 207, 128, Queen Victoria Street, London EC4P 4JX marked "Tender for East Worcester Water Stock", so as to be received not later than 11 a.m. on Wednesday, 23rd March, 1977. The balance of the purchase money is to be paid on or before Friday, 15th April, 1977.

Copies of the Prospectus, on the terms of which alone Tenders will be considered, and Forms of Tender may be obtained from:—

Seymour, Pierce & Co.,
10, Old Jewry, London, EC2R 8EA.

Midland Bank Limited,
47, High Street, Bromsgrove, Worcestershire, B61 8AW

or from the Offices of the Company at 46, New Road, Bromsgrove, Worcestershire, B60 2JT.

BY THE FINANCIAL EDITOR

Sir Hugh plays a surprise card

Sir Hugh Fraser, apart, shareholders in Suits may not welcome the "Lombro solution" to the problems that have dogged the company since the implications of the accounting error over the AmCal loan became clear.

The institutional efforts to get board changes at Suits and more specifically to remove Sir Hugh from the chairmanship, may appear to have been successful. But they would hardly have chosen Lombro as the ideal partner for Suits nor perhaps Mr Rowland as the Suits chairman.

Sir Hugh, then, may be seen as a man who faced with pressure from the financial establishment chose an unconventional way out of his dilemma by meeting those demands in a way that can be nothing short of embarrassing for the institutions. Smaller shareholders may just feel that they have had no real compensation, meanwhile, the confused market conditions in which they found themselves because of the failures of their board.

In short, what appeared at first to be a brilliant and powerful response from both the Stock Exchange and the institutions to a particularly unsavoury affair, has ended unsatisfactorily.

Meanwhile, what are Lombro's intentions? The logic is that Mr Rowland's conglomerate already has publishing, drink, engineering and textile interests and that the chance to take a stake in Suits which has interests in all these areas was too tempting to resist. On past form Suits shareholders might expect in due course to receive an outright bid from Lombro. If so I would expect to see a rush for the exit.

FMC
Borthwick
under pressure

NFU Development Trust evidently reckons it is in a near invincible position now that it has 47.3 per cent of FMC under its control and with FMC responding meekly to Borthwick's revised offer worth 125p a share the market seems to share that view.

So unless the Trust yields it is difficult to see how Borthwick can win this one without its offer going into the stratosphere even if the Trust itself is likely to find itself stretched in match Borthwick having already had to borrow to finance some of the 52c it will need to buy the other 52 per cent of the equity.

For its part, Borthwick is clearly constrained by the earnings dilution involved, although the a.c.t. saving goes some way to compensate for that. At present, it does not appear too concerned at the short-term dilution because it reckons it can work wonders at FMC.

Certainly if the offer document does forecast that FMC under Borthwick can return to the levels of profits seen a couple of years ago in the medium-term the prospective p/e ratio of around 61 that implies is not too expensive. But as Borthwick knows to its cost, the mere trade can be a minefield and two years hence may be too far to look.

Bejam
Special
factors

Bejam is the first to admit there were fresh elements in its first-half sales leap to 39.4m and more than doubled profits of £2.7m, but the performance does reflect what can be achieved by a management which is fast on its feet.

The key to the performance was the fresh vegetable shortage created by the drought. Bejam spotted the potential and bought in heavily—and at far



Mr John Anthonp, chairman of Bejam: making profits from the drought.

lower prices than fresh vegetables would later be selling in the shops.

The outcome was a sharp increase in turnover with vegetables accounting for perhaps 15 per cent of sales against a more normal 10 per cent or so. The shoppers' search for cheaper vegetables helped sales of other lines, and while gross margins remained constant net margins rose sharply.

A bunching of more openings—10 were opened with only six to come this half—was a recovery in freezer sales, which almost doubled having lost the 25 per cent VAT rating, also helped.

But it was food, accounting for 90 per cent of sales, which created the growth with a staggering 23 per cent volume rise in existing shops, which cannot possibly be repeated in the current half. Benefits are still coming from the vegetable boom, but not so fast as in the first half.

Freezers are now in a third of British houses against a fifth only two years ago while the traditional supermarkets attacks on the market have not bothered Bejam so far. With a 4.7m profit the starting point for the year the shares should have some way to go despite their 8p gain to 107p and the meagre 4.1 per cent yield.

Interim: 1976-77 (1975-76)
Capitalization £28.8m
Sales £33.4m (£21.5m)
Pre-tax profits £2.7m (£1.3m)
Dividend gross 1.92p (1.25p)

Ultramar
Cash dividend
possibilities

As the flow of liquefied natural gas from Indonesia moves closer to reality—possibly in the second quarter—Ultramar has been growing, since the payment of cash dividends depends on the arrival of the LNG.

Ultramar has made it clear that it would like to begin cash payments, rather than making paper distributions—this time it is one-for-15, but LNG will be the sole criterion. The group remains highly geared: last

Sir James Goldsmith's interest in L'Espresso, the French weekly magazine, was well known. The surprise is that the vehicle for buying a 45 per cent stake for 30m francs (about £3.5m) should have been Cavenham rather than Sir James' French master company, Generale Occidentale. Now that Sir James has again demonstrated his determination to take Cavenham down the path of diversification into printing and publishing the institutions' suspicions of the company as an investment are bound to intensify. If anything is to buy the shares up now it will be the gamble on another bid at a higher price.

year some loans were rescheduled with short-term borrowings dropping by £22m while long-term borrowings rose nearly £32m to leave total net borrowings at £101.6m against £91.1m.

A major priority, then, is to reduce borrowings. But if loss makers can be turned round this year then the optimists may see the cash dividends by the end of the year.

Meanwhile, the Quebec refinery lost money last year, but came into profit in December with the benefit of a new price increase and cold weather fuel demand. If more export restrictions were lifted by the Canadian authorities the benefits would be enormous since the refinery is running at well below capacity.

This year, then, should be significantly better for Ultramar particularly with an LNG contribution. The shares—down 4p to 156p yesterday where the historic p/e ratio is 5.4 on undiluted earnings—look reasonably attractive on the medium view.

Final: 1976 (1975)
Capitalization £53m
Sales £57.2m (£27.5m)
Pre-tax profits £16.5m (£22.6m)
Earnings per share 29p (45.2p)

Thomas Tilling
Growing
overseas

Having pushed its overseas profit contribution up from something under 15 per cent to 20 per cent last year, Thomas Tilling's aim now is to double that figure within three years.

And with some £25m earmarked for further United States acquisitions this year following the £8.8m Intermedco takeover in January, the group's dependence on the United Kingdom and more significantly, the United Kingdom construction industry, is fast diminishing.

Meanwhile, two other key factors behind the underperformance of Tilling shares—the conglomerate tag and a high-gearing policy—have also decreased in significance.

After a year in which profits growth continued to accelerate, contrary to market expectations, in the second-half for a final pre-tax profit some £2m above most forecasts at £41.5m, the balance sheet looks better. Bolstered by Lombro's cash sale, the group managed to fund last year's expansion spending of £24m with recourse to further borrowings of only £6m and borrowings as a percentage of capital employed shaded down from 29 per cent to 27 per cent.

Second-half profits growth of some 28 per cent was largely due to splendid performances by engineering, where margins improved on increasing overseas business, publishing and insurance, although construction activities continued to show remarkable strength. In fact only textiles and tiles and pottery failed to improve on the previous year's performance.

Tilling's determined involvement in the overseas medical supply business looks a sound move—given that that industry is well-cushioned against government spending cutbacks, and the main question now must hang on what measure of success the group has in the United States takeover field.

At 81p after yesterday's 2p rise the shares are on a p/e ratio of 6.9 and yield 6.6 per cent. Given that the group could be heading for close to £50m pre-tax this year, with first-time contributions from the recent American and French medical takeovers, the shares look attractive.

Final: 1976 (1975)
Capitalization £135m
Sales £67.1m (£66.6m)
Pre-tax profits £41.5m (£33.6m)
Earnings per share 11.7p (9.2p)
Dividend gross 5.36p (4.88p)

Creating a master plan to aid workless youth

The Government's pot-pourri of measures to help the young unemployed are coming under a political microscope, not so much as a test of their validity, but more for an analysis of their cost effectiveness.

The essential question is how to rationalize the various measures which have been introduced in dribs and drabs into a coherent and defensible strategy to mitigate the scourge of youth disillusionment.

Some sort of initiative to streamline the various efforts to help the young jobless seems likely, and August 31 is a date worth noting. That is when the latest multi-million pound boost to the MSC to perpetuate the youth employment subsidy, the work experience programme and the job creation programme is due to expire. Then what?

With predictable consistency, the Department of Employment has given several boosts to its allocation to the Manpower Services Commission for job creation and other measures. Recent history has given reason to suspect that the political eagerness of the unemployment minister has led to a good measure of obedience towards the requests of the commission.

That is not to say that the MSC has got all that it has wanted; merely that it has got a good deal of it. It is all, however, on a problem that is both sociologically and politically highly charged, and consequently ministers find it difficult to say "no" when it holds out its hand for more. Would any government, Labour party or otherwise, resist such pleas for the workless youth?

All the pointers are that the Government is intent upon tackling youth unemployment as an on-going feature of political and humanitarian strategy. There is strong evidence that the Government is anxious about the angry young men and women who are failing to sell their labour. Give a young person six months of feeling worthless, and you might have a lifetime delinquent, permanently unemployed and perhaps unemployable.

Despite the battery of measures introduced by a vexed Mr Booth, Secretary of State for Employment, there is no amelioration in the growing toll of unemployed young people, and in May they will start drifting on their summer job safari from the secondary schools to the unemployment register, unless the barrier is intercepted through luck, skill or advantage.

By the end of this month the working party, under Mr Geoffrey Holland, head of planning at the MSC, will present the Government and the commission with the results of its inquiry into giving young people aged 16 to 19 an alternative to unemployment.

It can safely be assumed that the Government is firmly committed to the idea of a continuing sophisticated programme for helping the young to keep off the street corners, and rather disorderly involvement of the measures might be seen as a prelude to some clearer order of events. That is precisely what the working party has been looking at.

Youth unemployment is not going to go away by itself, and is probably here to stay for at least five years, even with the most optimistic view of the economy, because of the number of people coming through the school system.

The present array of schemes cannot be permitted to continue limping along from one renewal to another, merely to bewilder the young themselves, as well as employers. By the end of this financial year about 110,000 young people will have benefited from the various MSC measures, but that must be seen against the fact that 800,000 young people in the same period will have signed on at one time or another as unemployed. Only one in four of those unemployed for more than eight weeks will have ben-

efited from the various measures. There are gaps in the schemes, particularly in helping those youngsters at the lowest end of ability, motivation and self-confidence, and they are not been sufficient involvement by girls.

Whatever their faults, the various schemes may prove valuable as a precursor to some more permanent plans for helping the young find jobs. An announcement on those plans is possible in a few months, and the talk is of measures putting together all the different and sometimes disparate schemes, with anything up to a doubling of the present allocation to between £200m and £250m. There is every indication that the Holland working party will make recommendations on those lines.

It must be remembered that gross costs are misleading. Savings in unemployment and supplementary benefit must be offset to get a true cost, as well as the less calculable savings in the cost of long-term unemployment.

Some senior ministers have been urging a programme to guarantee every young person a job, but there is the danger of removing young people from the labour market when job opportunities might present themselves and be lost to others.

The job creation programme is continuing to attract much interest and criticism, although the work experience programme got off to a more healthy start at the end of last year with less bickering and greater enthusiasm. Well over 2,000 firms have put forward their own schemes, offering around 14,000 jobs, and the calibre is regarded by the MSC as high.

The main criticism against the job creation programme is that it gives only temporary work not usually for more than six or seven months, merely to keep participants busy on the unemployment heap. Approved schemes to date are for about 7,000 projects providing nearly 70,000 jobs at a cost of more than £90m. The total allocation for the programme is now £130m, the target around £35m in the kitty enough to continue approving projects until August.

A betting man would lay his life on the likelihood that the programme, whatever its nomenclature, will continue thereafter in some form. The intention of the scheme is to intercept from local authorities has subsided from nearly 80 per cent of the total to a more reasonable 60 per cent, and there is little doubt that their opening spate of unimaginative and menial projects were partly responsible for the early criticism.

There are no financial benefits to firms in either the job creation or work experience programmes, but there are intangible benefits such as the kudos of a good social reputation and, in the case of work experience, giving a cheap opportunity to look at possible future employees at first hand over a period of many months.

Altruism can, it seems, have practical advantages. Apart from anything else, the job creation programme has a distinct social advantage, like discovering vulnerable people such as the disabled in the flood-prone South-west or the council can act swiftly in emergencies: like clearing unsightly derelict land; like 22 newly qualified teachers in home economics from Queens College, Glasgow, advising families in poorer districts about home budgeting, food nutrition and thrifty eating.

None of this is a cure for youth unemployment. Most of the young jobless have not been helped and the future looks more grim than the present. But it is, perhaps, a start.

Christopher Thomas
Labour Reporter

Summit agenda for economic security

"Collective economic and financial security." This was the phrase coined in Washington last week by the Prime Minister, explicitly harping back to the spirit of "collective security" which inspired transatlantic cooperation in the early postwar years of Nato and Marshall Aid, to describe the theme for the forthcoming summit meeting in London on May 7 and 8.

He backed it up with a specific, novel and disturbing analysis of present economic trends in the world economy and of their political implications. It also appears that the analysis gybes reasonably well with the ideas of President Carter's Administration, although the new officials are not yet ready to be as specific or as alarmist.

The analysis rests on new medium-term economic forecasts by the Treasury, drawing on recent work by the staff of the OECD, of the prospects for the world economy over the next five years. It departs most significantly from recent general assumptions in projecting on unchanged economic policies that the balance of payments surpluses of the Opec countries will prove to be larger and more persistent than has widely been supposed.

On that basis Mr Callaghan predicted that the industrial world slump will continue undiminished well into the 1980s, that the United States will be unique in enjoying any marked fall in unemployment and that the smaller and weaker countries of the "West" will suffer steadily rising unemployment.

With that would go minimal growth, stagnant living standards and mounting social frustration and political instability. This gives fresh topicality to the thesis which Mr Henry Kissinger and the West German Federal Chancellor, Helmut Schmidt, have broadly agreed upon over the past three years, namely that democracy and freedom in the West are seriously threatened by internal economic failures, though the failures are very different from—in many ways the diametric opposite of—those dwelled upon by Marxists.

The agenda then for the London summit is to develop a comprehensive strategy for collective economic security in the face of this threat. This strategy would contain a number of elements: first, patient diplomacy to bring the Opec countries to a long-term agreement with oil consumers on oil prices designed to satisfy the legitimate (or irreducible) desires of the oil producers.

A comprehensive
strategy to
counter threat
to democracy

while protecting the oil consumers from sudden and excessive disruption through abrupt price increases; secondly, improved mechanisms for recycling the financial surpluses of the oil producers to supplement the overstrained capacity of the commercial banking network, including the long-awaited congressional ratification of the old "Kissinger plan" for redistributing up to \$25,000m of the oil consumers' deficit through the OECD, new aid hoc borrowing by the International Monetary Fund from surplus countries and possibly new institutions; thirdly, better coordination of budgetary and

balance of payments policies between the industrial countries so that the strong countries reflate home demand while the weaker countries enjoy export-led recovery rather than the strong countries standing pat while the weaker countries either reflate themselves into balance of payments disaster or deflate into deeper and deeper recession; fourthly, collective repudiation of the protectionist tendencies which are developing on both sides of the Atlantic on the basis that such action is mutually self-defeating, erodes collective prosperity and threatens the political cohesion of the West (much here depending on the decisions which President Carter will have to make shortly on very powerful political pressures to restrict imports of shoes, steel, sugar and colour television sets into the United States and on the willingness of Japan to step up its imports from the West).

According to this point of view the vital thing is to resist the temptation to stimulate spending at this stage, just when cost pressures are beginning to yield to cautious fiscal and monetary policies. The only effect, they say, of boosting spending power in the West will be to underwrite the next round of inflationary pay increases and maybe oil-price increases. They even doubt whether nowadays there would be more than a shallow and transitory impact on employment.

This attitude tends in practice, if not in logic, to go with rather more optimistic forecasts of present trends. Certainly, the Germans and Japanese tend to predict stronger economic expansion in their economies than the Keynesians at the OECD headquarters in Paris.

They are also less gloomy about the prospective surplus of the oil-producing countries, arguing in part that cautious expansion in the oil consuming countries will force the oil producers to moderate price increases or to spend their surpluses in ways they do not wish to paper their palaces with useless western currencies.

If the Dowling Street summit is to be not merely a routine polite success, but the historic turning point in collective management of the world economy for which the Prime Minister hopes, much will depend on President Carter's willingness to commit his Administration unambiguously to that cause. Neither West Germany nor Japan wants conflict with the new American Administration, if either can avoid it. And President Carter is clearly anxious that his first international rally shall be an unmistakable success.

A balanced assessment at the moment must be that while Mr Carter will go along with the London analysis, he will stop a long way short of hanging the Cabinet table. Moreover, no executive decisions will be taken in London; and the ultimate test will be the action taken or not taken in many separate national capitals.

Those of us who are sufficiently unregenerate still to believe that the world economy needs a Keynesian counter-revolution at this moment like it needs a hole in the head—or indeed a 10-fold increase in oil prices—must hope that the summit is successful enough to create greater industrial confidence and to arrest the malign drift into protectionism, but not so successful as to light the fuse of the West's terminal price explosion.

However, American agreement is not by itself enough. There is agreement also on both sides of the Atlantic that even if the Carter stimulus in

Peter Jay
Economics Editor

Urge to arrest the malign drift into protectionism

arguing in part that cautious expansion in the oil consuming countries will force the oil producers to moderate price increases or to spend their surpluses in ways they do not wish to paper their palaces with useless western currencies.

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Business Diary: Turnbull awheel • Harding on Talisman

George Turnbull, the former British Leyland managing director, tells Business Diary that he may not be coming back to Britain (and B.L.? after all, his contract with Hyundai Motor Company of South Korea runs out at the end of the month).

At the Geneva Motor Show, there he is exhibiting Hyundai's small car, the Pony, which he said yesterday that he had "one or two possibilities" as taking wife on holiday—a month in Ibiza and a month in the United States to visit their "candy married daughter".

Turnbull, who left British Leyland after a management buy-out in October, 1973, would not be drawn on the present plight

Leyland; indeed, for "personal reasons" (thought not to be unconnected with the tax man) he said he thought he would prefer not to work full time in Britain for at least a year.

He confirmed that the Pony might eventually go on sale in Britain, though there is no right hand drive version yet. Turnbull dismisses as "purely emotional" fears that the Pony would give our ailing industry another knock. Hyundai, he said, would export around a third of its 30,000 output this year, but that "very few" would end up in Europe.

His move

John Harding, who, away from his efforts to unplug the Stock Exchange's new computerized settlement system, Talisman, has been the centre of a local storm at stockbrokers Bendon Langer, is to move to his rivals Kemp-Gee at the beginning of April.

Harding, eased out of his position as senior partner at Bendon after disagreements over policy with the firm's younger partners has been sifting through the offers from other firms since the internal clash. But the arguments and his move to Kemp-Gee hasn't affected the campaign against the exchange's £13.2m computer.

Chairing the "1976 Committee" of smaller stockbroking firms opposed to the system, Harding has called a further meeting ahead of the full exchange membership vote on the scheme at the end of the month. He hopes that more than the 80 plus firms who

turned up last time will attend at 11 in the Dyers Hall a week today.

Arguing that the computer means "that Stock Exchange members are asked to relinquish control over access to a central bureaucracy," Harding has urged the industry to define in one dictionary of a Talisman as "an object of medieval witchcraft, pretended mystical, its purpose to defraud the gullible rich and blackmail the gullible poor".

Do you mind?

The Council of the National Institute of Industrial Psychology is to meet on Wednesday to decide whether, after 56 years, to put up the shutters. Dr Dick Buzzard, the director, his assistant, Dr Isabel Blain and two other salaried, all near retirement age have been soldiering on part-time ever since the institute ran short of cash four years ago.

Today, however, the institute is launching an appeal upon the success of which depends whether NIIP goes into cold storage or folds altogether.

What seems to have happened is that the institute fell foul of another and alien psychology—that of Whitehall—which led first to a breakdown and then a wasting disease.

Between 1961 and 1972, says Buzzard, Whitehall nagged the institute into trebling its staff and activities while providing only a fifth of the income. But in 1973 business began to go sour and commissions fell away. The institute, by now with 50 full-time staff and

rented central London offices, was a sink in the sea of industrial psychology.

All government could do was to advance the 1974 grant so that NIIP could gracefully suspend operations rather than go ungracefully bankrupt.

Since then, the institute's information service and library, housed at the North East London Poly. Firms the NIIP have helped are reluctant to give public testimonials, and because the institute specializes in no one industry, no one industry feels obliged to support it.

In its heyday NIIP was active in everything from personnel selection and assessment to accident prevention through careers counselling. It applied the human sciences to people working in industry, tested the results and fed back the knowledge in publications—some of which are still stuck in the works.

NIIP was founded in 1921 by Charles Myers, a pioneer psychologist who after experiences with shell-shock sufferers in the First World War began lecturing on the applications of psychology to everyday life. This is now led by the offer of business to fund what is now the institute.

Buzzard hopes the appeal will enable the NIIP to expand the information service and to diagnose the problems on which firms seek advice, then to recommend the appropriate specialists.

Inventiveness

As one group falters, another flourishes. Lord Lloyd of Kilmorlan, the Liberal peer who

was a silk at the patent bar and president of the Institute of Patents and Inventors, presided over the birth of a new ginger group yesterday.

It was at the end of a conference on economic revival and industrial innovation which Eric Vizard, the industry Secretary, had made a point of attending despite all his pre-occupations with Leyland Cars. Sir Monty Finniston, the former chairman of BSC, was in the chair.

The new group, in fact, consists not only of the institute which goes back to 1919—but also the Confederation of British Industry and the Council of Engineering Institutions. The CBI and CEI had helped organize the conference yesterday.

The new group will be a voice along the corridors of power for the nation's inventive talent to be used and encouraged. If its activities burgeon finance may not prove too much of a problem says Lord Lloyd. The cash to set up yesterday's conference came from an ex-Civil Service well-wisher (anonymous, of course).

Lord Lloyd especially wants to see something done to help small companies, the source of many innovations. "We've been talking for some time about getting things going in this area. At least the government now seems to be in a mood to listen," he added.

H. P. Hood, an American food company, is planning to distribute frozen yogurt here. It's called "Yogurt".

Bank Leumi (U.K.) Ltd

Head Office: P.O. Box 24F, 4-7 Woodcock Street, London W1A 2AF.
Tel: 01-639 1335

1976—a year of continued growth

Highlights from the Directors' statement by the Chairman, Mr. E. I. Japhet, at the Bank's Annual General Meeting

* Profits for the year as a whole were ahead. Profitability improved in the course of the second half of 1976, after the reduction reported for the first half. This was due in no small measure to the increasingly encouraging response which has greeted the expansion of our services. The Directors propose an unchanged final dividend of 4.52p per share; the total for the year will thus be 7.25p per share.

* The second full year of operations at our West End Branch and the first year of our Golders Green Branch have seen a marked increase in the number of new accounts and a considerable broadening of the sources of deposits and of other business.

* 1977 will see the 75th anniversary of the establishment in London, on the initiative of Dr. Theodor Herzl the founder of modern Zionism, of the Anglo-Palestine Company Ltd., today's Bank Leumi Le-Israel B.M., our parent bank.

* The Bank has suffered a grievous loss with the death of Sir Henry d'Avigdor-Goldsmid, its late Chairman. The Board, Management and Staff mourn him and will long cherish his memory.

UNITED KINGDOM SUBSIDIARY OF

Bank Leumi בנק לאומי
LE-ISRAEL B.M. לישראל בנק

1902-1977

ISRAEL'S OLDEST AND LARGEST BANK

FINANCIAL NEWS

Briefly

HARRIS & SHERIDON

A 100 per cent second-half pre-tax profit of £2.2m for the year ended 31st December 1976, with a tiny 1 per cent rise to £2.2m last year. The dividend goes up from 3.5p to 4.0p.

BRITANNIC ASSURANCE

Transfer to profits and loss account for 1976, long-term business, £1.36m (£1.24m). General business, £100,000 (£100,000). Gross dividend goes up from 11.49p to 12.64p.

MERCANTILE INVESTMENT

Net revenue (after tax) for year January 31 up from £1.24m to £1.46m. Gross dividend, 1.46p (2.47p). During year, net repayments of equivalent of £5.25m were made from maturing debenture stock and bank and reciprocal loans.

FREDERICK COOPER

Turnover for half-year to January 31, £2.72m (£2.72m for half-year to September 30, 1976). Pre-tax profit, £148,000 (loss, £98,000). Gross dividend, 0.45p (0.3p). Chairman reports that group has returned to profits.

ANGLO-TRANSVAAL CONS

Consolidated investment for half-year to December 31 up from £200.78m to £231.04m and pre-tax profit for half-year to £20.12m. Year's consolidated earnings expected to be about the same as year before.

ANGLO-WELSH TRUST

Profit (after tax) up from £88,000 to £104,000 for year to January 31. Gross dividend, 2.07p (1.53p).

ROYAL BANK—CANPAC

Monrovia—Royal Bank of Canada is to buy all outstanding shares of Canpac Leasing, a subsidiary of Canadian Pacific Investment Corp. for an undisclosed cash. Canpac has assets of about \$100m. —Reuters.

McLEOD RUSSEL

McLeod Russel has, of course, sold stakes in three tea plantation subsidiaries to an Indian company, Tata-Finlay, and not to the Government of that country, as reported yesterday.

ELECO HOLDINGS

Turnover for half-year to December 31 rose from £4.4m to £4.62m, but pre-tax profits fell from £480,000 to £428,000. Gross dividend held at 1p.

UNITED CAPITALS LTD

Pre-tax revenue for 1976 down from £38,000 to £27,000, thanks to exceptionally high interest charges and fewer dealing profits. Gross payment 1.33p again.

RHODESIA CORPORATION

Pre-tax profit for year to September 30, £732,000 (£592,000), including surplus on conversion of currencies, £289,000 (debit, £4,000). Gross dividend held at 0.85p.

MANCHESTER GARAGES

Turnover for 1976 up from £8.02m to £9.7m and pre-tax profits from £169,000 to £258,000. Gross dividend raised from 0.45p to 1.03p. Profits for first two months of current year ahead of 1976 results.

GREENBROOK R.L.H.

Greenbrook Securities has bought 80,000 ord in British Industrial Holdings. It now holds 2.65m shares (20.06 per cent).

SWISS ISSUE HALVED

Zurich—The World Bank has halved to 100m Swiss francs the amount of a bond issue offered for subscription on March 7. It was originally planned at 200m francs. The issue, carrying a 5 1/2 per cent coupon and offered at 99.5 per cent, had failed to attract sufficient interest. —AP-Dow Jones.

LOAN FOR SOUTH KOREA

ECGD has guaranteed £24m loan which Barclays Bank International has arranged with Korea Electrical Finance for loan provided by Barclays Bank and National Westminster. Money will help finance £28m contract to GEC Switchgear.

Gold price likely to settle on plateau this year

The price of gold is likely to be steadier in the coming year, according to Mr L. Van den Bosch, a director of Union Corporation and chairman of two Rand gold producers, Grootvlei and Marievale.

Brown Muff now backing Fraser

The alternative bid which might have materialized for Brown Muff is off. So the board of this Bradford-based department store chain now backs House of Fraser £1.28m bid. Since last week both Brown Muff and adviser Hambros Bank have been involved in preliminary discussions "with another party" but "unfortunately" discussions have ended.

The board will write to shareholders soon to recommend acceptance of House of Fraser's 160p cash bid and give further reasons for its decision.

The news, brought a 5p drop in the shares to 158p.

Scottish Equitable

Scottish Equitable Life Assurance Society invested 75 per cent of new money in gilts last year at an average return of 14 per cent. The fund at the end of 1976 stood at £198.68m against £162.24m and investment income climbed from £15.23m to £19.85m.

Park Place payout

After a year's absence, Park Place Investments is again in the dividend list. It declares an interim payment of 0.38p gross and for good measure the board expects a "substantial" increase in pre-tax profits for the full year to June 30. Last time they were only £85,000.

Crossley stumbles

A setback in the second six months of last year left the pre-tax profits of Crossley Building Products below £1m for the first time in five years. They were £823,000 against £1,090m. Turnover rose from £14m to £15.5m. Earnings a share slipped to 6.26p from 8.86p, but the dividend rises from 5.79p gross to 6.36p gross.

There was a 26 per cent rise in pre-tax profits to £584,000 in the first half year but a fall of



Mr K. V. Grob, chairman of Alexander Howden & Co. is still growing strongly reports Mr K. V. Grob, in his annual statement as chairman of the Alexander Howden Group, the big insurance broker, underwriting agent and ship broker.

No stopping the Howden chariot

Brokerage and commission income is still growing strongly reports Mr K. V. Grob, in his annual statement as chairman of the Alexander Howden Group, the big insurance broker, underwriting agent and ship broker.

He points out that in 1976 two thirds of income was in currencies other than sterling. There will be problems attending a major move of offices and changes in systems for those companies who have recently joined the group.

Donald Macpherson

With a full contribution to come from the newly-acquired Uermer, shareholders of the Donald Macpherson paint group can expect a fresh increase in profits and earnings a share this year, writes Mr Rex Chester.

The company's return on capital (ex-Uermer) improved last year from 15.8 to 21.4 per cent. Macpherson has a good spread of its debt factor in gearing. Out of total borrowings at the year-end of £5.9m (71.8 per cent of shareholders' funds), £1.1m is convertible or long, £3.1m medium-term, and only £1.7m short-term.

Dow Jones takes 30pc of Extel US

For an undisclosed cash sum, Dow Jones has agreed to buy 30 per cent of Extel Corp., a US telecommunications equipment maker. The transaction has been passed by the directors of both companies and should be completed in a few days.

Extel Corp had sales of \$16.5m in 1976 but its profits are not disclosed. Dow Jones and Extel both have half Teleprinter Leasing Corp., a group

Veba of W Germany on recovery course

From Peter Norman
Bonn, March 16

Veba AG, the West German energy concern in which the Bonn government has a 43 per cent stake, staged a respectable recovery in profits last year from 1975's poor results.

The group announced today that net profits after tax and payments to minority interests increased to a provisional DM 204m (about £47.6m) in 1976 from DM 169m the previous year on 10 per cent higher sales to third parties of DM 27.314m (DM 24.848m).

However, according to Veba's chief executive, Herr Rudolf Von Bennigsen-Forster, the group's actual profit was even more favourable. After eliminating extraordinary factors in both 1975 and 1976, there was an improvement of DM 375m in pre-tax profits last year.

Veba will pay an unchanged dividend of DM 6 per DM 50

nominal share on the strength of last year's results. It will also be able to pay part of its net profit into open reserves and allocate funds for an internal strengthening of the group's financial structure.

Despite recovery in practically all sectors of the group's activities last year, Herr Von Bennigsen-Forster was only cautiously optimistic when discussing the outlook for 1977.

After an improvement last year, the group's mineral oil interests are again causing concern. The chief executive disclosed that at present Veba was losing about DM 20 on every tonne of crude oil processed in its refineries. Last year the group was able to cut back the average loss per tonne to around DM 8 from DM 19 in 1975—thus helping to cut losses in this sector to one quarter of the DM 460m losses incurred in 1975.

Seagram's record first half

The Seagram Company, the world's largest producer and marketer of distilled spirits and wines, reports record operating income, sales and net income for the second quarter and first six months of 1976-77.

Operating income (net income before interest expense, unrealized foreign exchange gains and income tax) for the three months was \$40.5m (about £23.8m) an increase of

18.3 per cent over the \$34.3m for the 1976 second quarter.

Operating income for the six months rose by 13.6 per cent from \$93.5m last year to \$106.2m.

The company which also has oil and gas interests pointed out that, under United States accounting practice, net income must now reflect unrealized foreign exchange gains or losses, although this distorts current results.

New water prefs should succeed

Two water authorities are coming to market with preference issues redeemable in 1982. The coupon offered by both the East Worcestershire Water Board and the East Anglian Water Board is 9 per cent net, equivalent at the minimum issue price of £101.50 per £100 stock to 13.64 per cent gross.

For all that implementation of a cut in the rate of Advances Corporation Tax in the Budget would reduce the gross equivalent, the issue is expected to go to a small premium—particularly as the recent Lee Valley issue, in the few days since the offer, has traded at up to £102 1/2.

Anti-trust threat to Tenneco

Tenneco Inc, the big conglomerate, and Monroe Auto Equipment have been told by the United States federal trade commission that it has filed a suit in Federal Court seeking a preliminary injunction against proposed acquisition of up to 80 per cent of Monroe by Tenneco on a share-swap basis.

The companies point out that they have been advised by anti-trust counsel that the proposed acquisition would not violate monopoly laws and the companies intend to oppose the request for a preliminary injunction.

Business appointments

Wates board names its new chief executive

Mr Christopher Wates, a director of Wates, has been made chief executive. Mr Michael Wates continues as chairman. Mr Philip Lord, managing director of Wates Construction, joins the Wates board.

Mr Roy Marsh, director of public affairs, has joined the board of Danlop Ltd, the main operating company in the Danlop Group.

Mr A. P. B. Guinness, joint deputy managing director, and Mr M. K. Hatfield, administration director of Arthur Guinness are to join the board of Wates Child Benry.

Mr Nicholas Basing has been named chairman of Basing Sanva International. He succeeds Mr Michio Mural, who has resigned in his appointment as deputy president of The Sanva Bank and where the £5M board has been taken by Mr Masahiko Shima, a senior managing director of Sanva.

Mr J. A. T. Shadforth is to be chairman of Inco Europe from April 1. He will combine this post with his chairmanship of Henry Wiggin. Mr D. O. Harbert has been made deputy chairman of Henry Wiggin and will continue as managing director. Mr Shadforth succeeds Mr D. J. Phillips, who is moving to Canada as president and chief operating officer of Inco Metals.

Mr George Gibb has joined the board of Croxley Building Products as financial director.

New president and chairman of the Council of the British Industrial Truck Association is Mr Trevor Rowman-Shaw, vice-chairman of the Lancer/Ross Group.



Mr Christopher Wates (left) who is new chief executive of Wates; Mr Walter O'Keefe, who is to become managing director of Forval.

Mr G. G. Williams will become deputy chairman.

Mr D. K. Southwick has been made chief executive of Straveley Industries' foundries and abrasives group.

Mr A. T. Shadforth is to be chairman of Inco Europe from April 1. He will combine this post with his chairmanship of Henry Wiggin.

Mr D. O. Harbert has been made deputy chairman of Henry Wiggin and will continue as managing director. Mr Shadforth succeeds Mr D. J. Phillips, who is moving to Canada as president and chief operating officer of Inco Metals.

Mr George Gibb has joined the board of Croxley Building Products as financial director.

New president and chairman of the Council of the British Industrial Truck Association is Mr Trevor Rowman-Shaw, vice-chairman of the Lancer/Ross Group.

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We view with growing concern the politically motivated interference with industry as evinced by the Bullock and Wilson Committees. Insofar as both employee participation and the raising of finance are concerned, industry should control its own destiny. For our part, we shall continue to develop the many formal and informal procedures which involve our people in our varied businesses.

Summary of the report of the Chairman of Tate & Lyle, Limited, John Lyle at the Annual General Meeting on 16th March 1977.

Expanding?

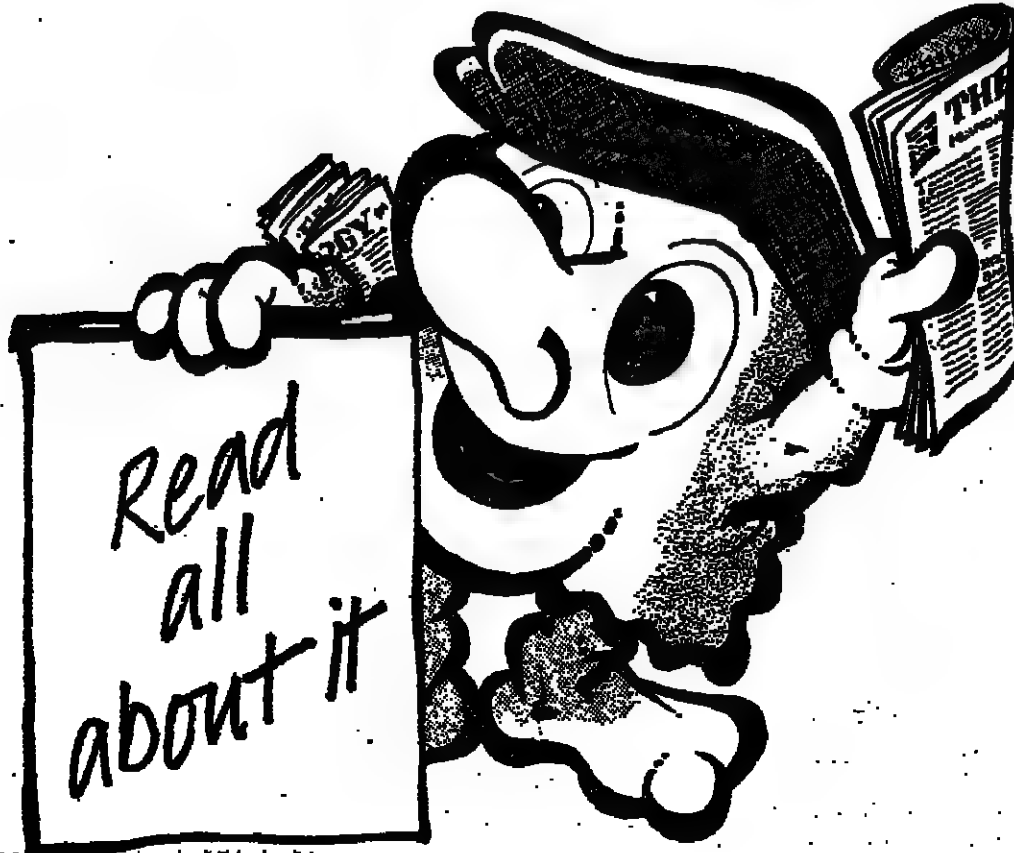


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Please contact either by letter or telephone Mrs. J. Hayden

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The right people can expect a salary, including commission, totalling around £4,500 p.a. and a company car will be provided.

Appointments will commence in April and candidates will be interviewed in London.

Please send curriculum vitae and a recent photograph to Choo Senko U.K. Limited, Sixth Floor, 199 Knightsbridge, London, S.W.7.

(Telephone applications will not be accepted. If there are any companies to whom your applications should not be forwarded, please detail in a separate letter.)

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also on page 34


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